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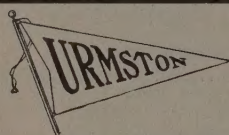
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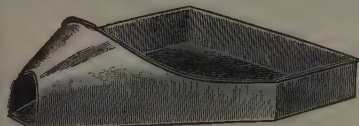
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ST. JOSEPH, MISSOURI

ST. JOSEPH HAY & FEED CO.

ST. JOSEPH, MO.

WANT YOUR

OATS, CORN, BARLEY, RYE

Get Our Prices—It Will Pay You

ST. JOSEPH PUBLIC ELEVATOR CO.

Corby-Forssee Bldg.

ST. JOSEPH,
MISSOURI

500,000 bu. Fireproof Elevator,
1,000 bu. per hour Drier.

WRITE FOR STORAGE AND SERVICE RATES

Grain Shippers

and in fact all grain men who are
wide awake and on the alert to
get onto all the ins and outs of the
grain business, subscribe for and
read the Grain Dealers Journal

PURE SOFT WHEAT

Missouri Grown

MID-WEST GRAIN CO.
ST. JOSEPH, MO.

ELWOOD GRAIN CO.

ST. JOSEPH, MO.

Buyers and Shippers

Wheat Corn

Board of Trade
Members**HUTCHINSON**Board of Trade
Members**JOHN HAYES GRAIN COMPANY**

"Satisfied Customers"—Our Motto

Wholesale Grain Dealers**WINFIELD, - KANSAS****GRAIN****Receivers and Shippers**To make more money get in touch with
LIBERAL ELEVATOR CO., Hutchinson, Kan.**ALWAYS**in the market for
ALL KINDS OF GRAIN**KEMPER SERVICE**

Means Prompt Returns.

KEMPER GRAIN CO.
Hutchinson, Kan.**You Know**You want to do business with
the grain shippers. Tell them so.
The Grain Dealers Journal
reaches them.**RECEIVERS, SHIPPERS AND BROKERS****M. P. THIELEN**

RECEIVER and SHIPPER

Turkey Wheat a Specialty

ASK FOR PRICES

Board of Trade **SALINA, KAN.****Paul Kuhn & Co.**

Receivers and Shippers

GRAIN**Terre Haute and Evansville, Ind.****GRAIN—FLOUR—FEED**

Sold to

L. E. SLICK & CO.**Bloomington, Ill.**

Will bring you more money. Mark your B/L to them

Stockbridge Elevator Co.Accept our bids for shipment
to interior consumers and
avoid unfair discounts.**JACKSON****MICHIGAN****MARSHALL HALL GRAIN CO.****DES MOINES, IOWA**Call us for highest TRACK BIDS
ALL MARKETS**W. G. CASE, Local Manager****BALDWIN GRAIN COMPANY**

GRAIN BROKERS

BUYERS OF CAR LOTS

R. C. BALDWIN, Mgr.**BLOOMINGTON, ILL.****CASH GRAIN BROKERS**

Track Bids—Future Orders Solicited

MILLING OATS A SPECIALTY

Members Chicago Board of Trade

HUTTON & FRENZELHome Office, 405 Putnam Bldg., **DAVENPORT, IOWA**

Branch Office: Muscatine

Receivers and Shippers**GRAIN****DAVENPORT ELEVATOR CO.****Davenport****Iowa****UNITED GRAIN CO.**Mill Oats Chicken Wheat Screenings
DULUTH, MINN.**WHITE GRAIN CO.**Fancy Oats Mill Oats
Milling Wheat
Off Grade Wheat BarleyWrite for Samples and Quotations. **DULUTH****Randall, Gee & Mitchell Co.**
SHIPPERSOats, Mill Oats, Screenings, Barley
and Feed Wheat**DULUTH - - MINN.****E. A. GRUBBS GRAIN CO.****Greenville, Ohio**Wants Correspondence with members of the
Grain Dealers National in Ohio, Indiana and
Illinois. We want strictly sound winter wheat,
yellow shelled corn and re-cleaned white oats.**When writing advertisers
mention the JOURNAL**


Chicago Hay Market
FOR BEST RESULTS
Always Ship
ALBERT MILLER & COMPANY
192 North Clark St.
"LARGEST HANDLERS OF HAY IN THE MIDDLE WEST"
REFERENCES { First National Bank, Chicago
National City Bank, Chicago
National Produce Bank, Chicago

If What You Want you see advertised, tell the advertiser. If Not--Tell the Journal

RECEIVERS, SHIPPERS AND BROKERS

STACKS & KELLOG

GRAIN MERCHANTS

480 Commerce St. MILWAUKEE, WIS.
We also handle all grades of chicken feed wheat, feed
barley, screenings, off-grade and damaged grain.
Operating Private Elevator

THE GATES ELEVATOR CO.

Receivers and Shippers

Grain, Hay and Millfeeds
CLEVELAND, OHIO

E. I. BAILEY

CLEVELAND, OHIO

Receiver and Shipper of
Corn, Oats, Millfeed

ASK FOR PRICES

W. M. BELL CO.

SUPERIOR SERVICE

Milwaukee, Wisconsin

Brainard Commission Co.

Receivers and Exporters

OATS and BARLEY

Send samples all off grade grains.
Consignments Solicited

Produce Exchange, NEW YORK

KNIGHT & McDOUGAL

Grain Brokers and Commission Merchants

CONSIGNMENTS SOLICITED

New York Chicago Baltimore

"Iowa dealers will find Memphis a profitable
market. Write us."

H. J. HASENWINKLE CO.

The Heiberg Elevator Co.

WHOLESALE DEALERS IN

GRAIN—FLOUR—FEED—SEEDS
AND PAKRO SEEDTAPE

Offices and Warehouses
First Street South Twin Valley, Minn.

RICHARDSON

TYPE
REGISTERING
AUTOMATIC
SCALES

RICHARDSON SCALE COMPANY

327 Canal & Bldg.
OMAHA

40 S. State St.
CHICAGO

Factory

PASSAIC, N.J.

127 N. EMPORIA
WICHITA

419 S. Third St.
MINNEAPOLIS

Armour's Fertilizers

You know where the
ANIMAL MATTER
in Armour Fertilizers comes
from. You may have grown
the hogs and cattle.

Armour Fertilizers are GOOD
for your land—GOOD for
your crops—GOOD for your
pocketbook—GOOD for your
disposition—a GOOD all
'round investment.

*From the farm—
back to the farm*

Armour Fertilizer Works

Atlanta, Ga. Jacksonville, Fla. Greensboro, N.C. New Orleans, La.
Nashville, Tenn. Baltimore, Md. Chicago, Ill.

1091

Prevent
CLAIM LOSSES
with

TYDEN CAR SEALS

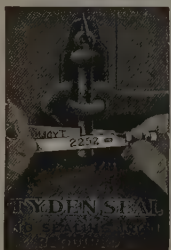
Bearing shipper's name
and consecutive num-
bers.

6000 SHIPPERS
Are now using them.
Write for samples
and prices.

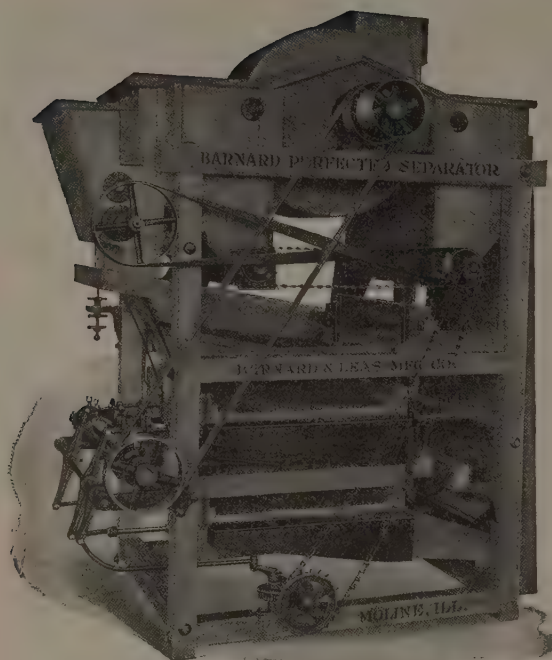
INTERNATIONAL SEAL & LOCK CO.

Chas. J. Webb, Vice-President

617 Railway Exchange Bldg. CHICAGO, ILL.



WHY WONDER WHERE YOU CAN GET SERVICE OR SUPPLIES.
THE GRAIN DEALERS JOURNAL CARRIES THE ADVERTISEMENTS
OF ONLY THE BEST



The Supreme Attainment in Grain Cleaning Machinery

The Barnard Double Side Shake Receiving Separator is a revelation in grain cleaning. It is a comparatively new machine, having been on the market only a few years. Like all other machines put out under our name, it is supreme in its field. This statement is substantiated by the large number in use and its satisfied users.

This is a five sieve, automatic separator, consisting of an upper end-shake scalping sieve and four lower side-shake main sieves, four cockle or sand sieves and traveling brushes underneath—not on top of sieves.

Its many individual features, described in our catalog, which is yours for the asking, will prove to you that it is the machine you need to bring your business up to a profit-making basis. We want to hear from you regarding this machine. Write today—a post card will do.

BARNARD & LEAS MFG. CO.

MILL BUILDERS AND

✪ MILL FURNISHERS ✪

ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.



Would You Like to Add
\$1,000^{.00} TO **\$5,000^{.00}**
 To Your 1917 Profits?



Did you read our advertisement with this heading in the January 10th issue of this paper?

We were surprised at the large number of responses we received.

They plainly indicated that grain elevator men were alive to the fact that there is "GOOD MONEY" in the feed business, especially if "GOOD FEEDS" backed by a "GOOD, RESPONSIBLE" manufacturer were handled.

You will be surprised at the BIG BUSINESS you can do, not only on

SCHUMACHER FEED

but on all our various brands of Dairy, Horse, Hog, Cattle, and Poultry Feeds.

If you did not write for "Our interesting *profit-making* proposition for Grain Elevator men"—DO IT NOW—get into line with the big lot of progressive elevator men who so quickly responded to our first advertisement.

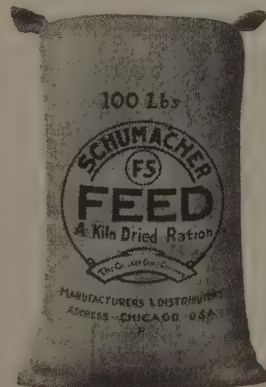
It means a lot of *extra money* for you in 1917.

We are running right now in the leading farm journals a monster advertising campaign—double page spreads and single pages—creating a tremendous demand for our feeds. Now is the big feed selling season. Get busy and get lined up at once. Get this extra profit and at the same time start building a permanent, money-making addition to your regular business.

Buy the farmers' grain—sell him our feeds instead. A double profit for you and a money making proposition for the farmer.

Write to us today—simply say—"I am interested—send me full information."

The Quaker Oats Company,
 Address: Chicago, U. S. A.



Power! Pep!! Punch!!!

This newest Overland Four has more power, pep, punch, and speed than any other low priced four or six cylinder car in the world.

Try it and see.

Overland Motor Co.

Chicago, Ill.

Service Station: 45 W. 24th St.

Salesroom: 2419 Michigan Ave.

The Willys-Overland Company, Toledo, Ohio

"Made in U. S. A."

3 1 ¹/₂

Horsepower



Model 75 B

\$635

f. o. b. Toledo

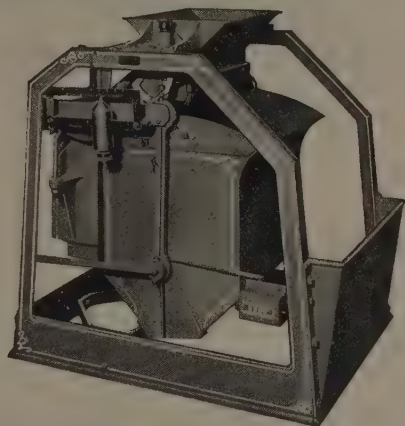
Roadster \$620

4 cylinder en bloc motor
3 ³/₈" bore x 5" stroke
4-inch tires, non-skid rear

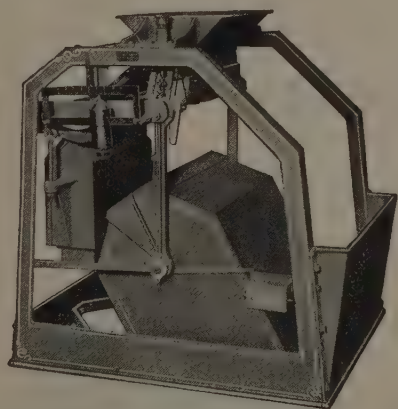
Cantilever rear springs
Streamline body
Electric lights

Electric starter
Magnetic Speedometer
Complete equipment

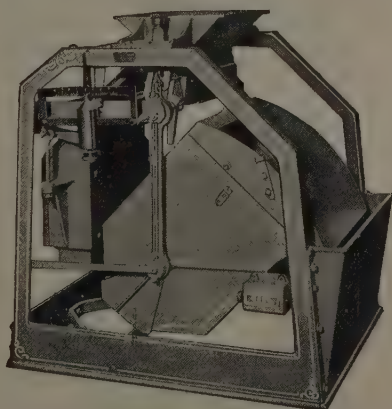
"The simple scale with the tilting bucket."



The bucket in upright position, ready to receive grain.



The bucket in position to dump grain.



Bucket, empty and swinging back to upright position.

Looking Ahead!

Progressive grain merchants and millers are doing this very thing.

But first they are carefully studying "Operating Expenses" and "Losses" for 1916, and these naturally lead to the consideration of "Leaks."

Leaks are like germs—some are not very harmful, but nevertheless a nuisance—others serious and if not attended to will grow so large that they infect and impair the whole system.

Every concern has them—the fellow who is positive he hasn't, better do a little quiet investigating to make sure someone isn't kidding him, or what may be possible and worse—we have seen it happen—he isn't kidding himself.

We have a remedy for "weight-leaks"—that pestiferous little germ which causes so much worry and avoidable work and **just thrives on "profits."**

Why worry—worry—worry?

Why pay good money to have someone do work which can be avoided?

Why not investigate the Klingler Automatic Scale?

The "Klingler" is the simplest grain scale ever made.

That's a strong statement—but absolutely provable.

"Klingler" weights are startlingly accurate.

We know purchasers who, having made checking tests with **sealed scales**, freely and gladly acknowledge accuracy to the fraction of an ounce.

1917 will see the automatic scale grow in use and popularity, mainly thru the many meritorious features of the "Klingler."

"Weigh it automatically" is coming to be the slogan of progressive grain dealers.

Those who are planning on correcting weight troubles in 1917 should send for the illustrated "Klingler" booklet and read about the scale which is satisfying so many users.

KLINGLER MANUFACTURING CO.

Formerly known as

Northwestern Automatic Scale Co.

305 McKnight Bldg.

Minneapolis, Minn.



Install **AMERICAN** Transmission Rope

in your power plant and forget the word "shut-down."

"AMERICAN" is made four strands with Graphite center core and tallow laid.

No external dressing required.

High Grade Car Puller and Transmission Rope Our Specialty

Immediate Shipments Made

AMERICAN SUPPLY AND MACHINERY COMPANY

1102 Farnam Street, Omaha, Neb.

SONANDER

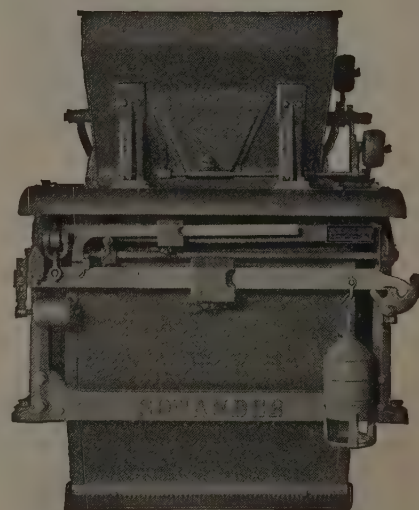
Automatic Hopper Scales

Weigh each discharge the same as by hand. The automatic parts are simple and take care of themselves.

The Non-Chokeable Feed Hopper prevents cobs or thrash from stopping the scales.

THE SONANDER

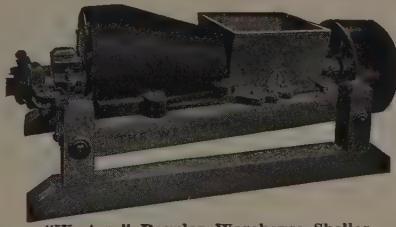
is built in various sizes.
Give us the capacity
desired and we will
send full information.



NEBRASKA SCALE AND SUPPLY COMPANY

1104 Farnam Street, Omaha, Neb.

Distributors for Howe Scales



"Western" Regular Warehouse Sheller



"Western" Pitless Sheller

If It's Grain Elevator Equipment we can furnish it

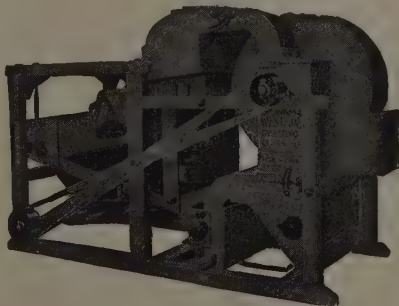
No matter what you may need to bring your elevator up to the highest point of grain handling efficiency, we can furnish the machinery. We have been engaged in the manufacture of grain elevator machinery for over 40 years, and the product that we are offering to you and your brother grain dealers has reached the point of perfection. You will find more "Western" equipment in grain elevators than that of any other make. There is a reason for this. Wherever you find an elevator equipped with "Western" machinery you will find a contented grain man and a profit producing elevator.

What do you need: Cleaners, shellers, manlifts, pulleys, elevator boots and buckets, power shovels, car pullers, belting, rope, dumps, shafting, distributors, etc., etc. Send for our catalog, it gives them all.

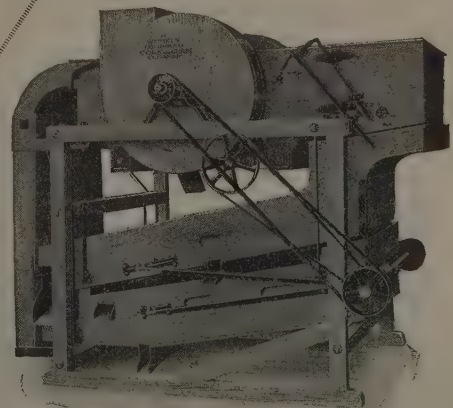
UNION IRON WORKS

Decatur

III.



"Western" Gyrating Cleaner

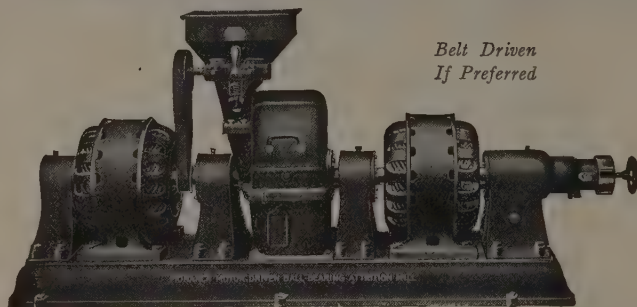


"Western" Combined Corn and Grain Cleaner.

Don't Accept or Reject on a Theoretical Basis

To accept or reject any feed grinder on a purely theoretical basis is entirely beside the question. We originated every feature of

The MONARCH BALL-BEARING ATTRITION MILL



*Belt Driven
If Preferred*

Our business is firmly established and growing, not because of the things we say about this ORIGINAL BALL BEARING FEED GRINDER, not because it does or does not conform to every idea ever advanced in feed grinding, but because an increasing number of practical, hard headed men have proved it, in their plants, to be the logical answer to the feed grinding problems of the day.

Ask us for the proof and for a copy of Catalog D-No. 115. Get the practical facts of Monarch performance before you buy.

Mill
Builders

Main Office and Works

Sprout, Waldron & Company

Muncy, Pa.

Chicago Office: No. 9 S. Clinton St.

Milling
Engineers

P. O. Box No. 26

IT'S A GRUENDLER

This cut shows our Ball Bearing Hay and all-around feed grinder for grinding such materials as ALFALFA HAY, PEAVINE HAY, SNAP CORN, shuck, cobs, corn stalks, any kind of feed stuff for making dairy feed, horse and mule feed.

A Few Nebraska and Georgia Users

J. E. Cox Milling Co., Cairo, Nebraska; Butte Mill and Elevator Company, Butte, Nebraska; J. T. Pope Grist Mills, Dublin, Georgia; Jeff Irwin, Sandersville, Georgia.

We have equipped over fifty mills with our latest improved hay Grinders and would be glad to submit quotations on anything for a complete plant.

WRITE FOR CATALOG

GRUENDLER PATENT CRUSHER & PULVERIZER CO.

Main Office and Works, 928 Main St.,

ST. LOUIS, MO.


Representatives:

Berger Carter Co.,
San Francisco, Cal.

K. W. Taylor,
Tennille, Ga.

J. F. Dauber,
Newton, Kan.





UP GO YOUR PROFITS

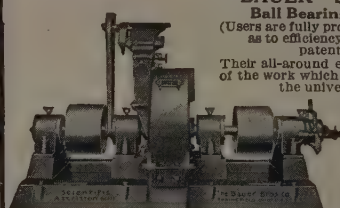
and down go your costs when you do your grinding with

BAUER "SCIENTIFIC"

Ball Bearing Attrition Mills

(Users are fully protected by our warranty as to efficiency, workmanship and patent litigation.)

Their all-around economy and uniformity of the work which they do has made them the universal favorite of the milling world. Our catalog shows how you can save 30% to 40% on power and 90% on oil—write for it.



15 to 100 H. P. Belt or Motor Driven

THE BAUER BROS. Co.
Formerly The Foss Mfg. Co.
508 Bauer Bldg.
Springfield, Ohio.

SCIENTIFIC

GUENTHER MILLING CO.

SAN ANTONIO, TEXAS

They Protect Their Mill With This Machine



Fire Insurance in a Box

Iron particles in your stock ---
a spark --- an explosion --- FIRE!

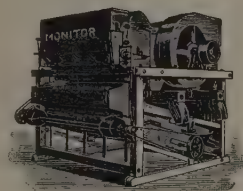
You know the danger! Your best insurance against that is the 500 pound grip of the

**INVINCIBLE SYPHER
MAGNETIC SEPARATOR**

Direct current, wound to any voltage (110 volts standard). Not a scrap or particle of iron can pass it.

*We'll tell you how you can
try it for a month. Write us.*

INVINCIBLE GRAIN CLEANER CO.
Dept. 4 Silver Creek, N. Y.



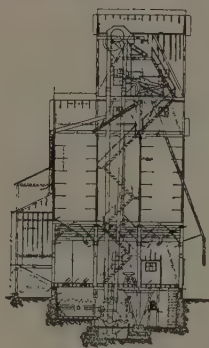
Monitor

138

138 successes—test proven Grain Cleaners, Oat Clippers and Smutters in a variety of designs that meet the demands of critical buyers. We invite comparisons of "Monitors" with anything offered for similar work, knowing that the better design, the simpler operation, the greater efficiency and the more satisfying economy of the machines we are offering will come nearer to your ideas of fitness—as they have to a majority of the World's largest, best equipped grain handlers. Our literature is interesting; our claims, based squarely on widely demonstrated performance, are convincing; our guarantee is insurance you cannot question.

HUNTLEY MFG. CO., Silver Creek, N. Y.

WATERPROOF YOUR CONCRETE ELEVATOR PITS and SCALE PITS



Ceresit waterproofing is a permanent and absolute protection against damage and loss of money through dampness or water in these places. You non-Ceresit users know of loss of money and damage dampness or water causes in wetting grain—off grades and heated, rusting scale—short weights, failure to operate elevator on account of water in boot or tank.

Avoid these losses by waterproofing these pits by the "Ceresit" method.

Write today for our new catalog that tells briefly and concisely the **When, How and What** of Waterproofing, Damp-proofing and Floor Hardener Work for all classes of construction.

It applies not only to new buildings, but to old buildings of brick, stone or concrete.

Let our engineers tell you how to make your grain pits, boiler and engine pits permanently dry—your concrete floors dry, hard and dustless.

Write for catalog now, it places you under no obligation.

Ceresit Waterproofing Company

991 Westminster Bldg.

CHICAGO

PLEASE CUT THIS OUT
REMINDER
to write for free Book on
How to Effectively and Per-
manently Waterproof Con-
crete and Cement Mortar to
Ceresit Waterproofing Co.,
110 S. Dearborn St., Chicago.

THESE ELEVATORS USE



WEBSTER



ELEVATING AND CONVEYING MACHINERY (165)

ELEVATOR MACHINERY

GRAIN DRYERS—All sizes, CRUSHERS, SHELLERS and MILLS CONVEYORS and ELEVATORS, CHAIN BELT and SPROCKET WHEELS, OAT MEAL and PEARLED BARLEY MACHINERY, HOMINY MILLS

SEND FOR DESCRIPTIVE CATALOG OF WHAT YOU WANT

THE C. O. BARTLETT & SNOW CO.
CLEVELAND, OHIO, U. S. A.

Grain Elevator Equipment

of all kinds, ready for immediate shipment.
Look over your plant and see what you need.

Steel Spouting Steel Boot Tanks
Steel Loading Spouts
Elevator Boots Manlifts
Swinging and Hanging Tensions

We will gladly mail you our catalog describing our complete line. Write for it.

HASTINGS FOUNDRY & IRON WORKS

Hastings

Nebraska

The "Clipper" Grain & Seed Cleaner

WITH

Variable Air Regulator

Different kinds of seeds and grains, and different conditions of the seeds or grains, call for varying strength of the air blast used in separating the dust, chaff, and light, shrunken seeds or grain from the heavy, perfect seeds and grain. The Clipper Variable Air Regulator gives exact control of the air blast at every desired point. "From a zephyr to a hurricane" (and every intermediate point between) exactly describes the range of air blast that can be secured by this mechanical device. We can produce a blast strong enough to blow out the heaviest grain, peas or beans, and by an adjustment requiring but an instant reduce the blast sufficient for handling the lightest seeds, such as timothy, red top or blue grass.

Write for circular
giving full
description.



The No. 39 Cleaner, shown herewith, is equipped with our new Variable Air Regulator. A perfectly uniform air blast, absolutely under control and entirely free from fluctuation, is one of the most essential and important considerations in cleaning seeds and grains.

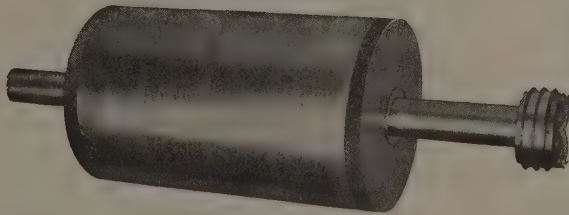
A. T. Ferrell & Co., Saginaw, W. S., Mich.

POWERFUL ELECTRO MAGNETIC

machines of the type here shown, will provide perfect protection to your grinding mills.

INVALUABLE WHERE GRAIN IS HANDLED IN LARGE VOLUMES

**FIRES
AVOIDED**



**EXPLOSIONS
PREVENTED**

The "Eureka" Electro-Magnetic Pulley is especially useful where it is desired to separate iron and steel debris from whole, cracked or ground grain of any kind, screenings, oat hulls, malt sprouts, alfalfa meal and hay, cottonseed hulls and other light, bulky material.

Wouldn't this be a pretty good time to send for that new catalog of ours—it's mailed free.



THE S. HOWES COMPANY, Inc.
Silver Creek, N. Y.



**No Wheat
Wasted!**



You Must Have

RICHARDSON RESULTS
To Win!

The Richardson Way is the best and only economical way to handle Oaty Wheat in large quantities.

**THE
Richardson - Simplex
Combination**

will handle

A Car Load an Hour and Get the Oats

WRITE FOR PARTICULARS

RICHARDSON GRAIN SEPARATOR CO. MINNEAPOLIS, MINN.

15th Ave. S. E. and N. P. Tracks

If you are really anxious to learn the true merits and economical service of a

Combined Grain Cleaner and Pneumatic CAR LOADER

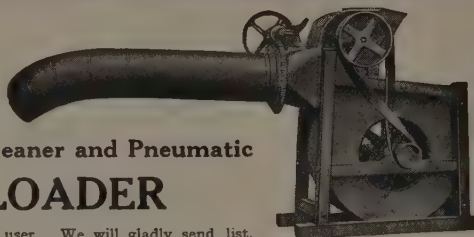
become acquainted with any user. We will gladly send list.

Why you should install the MATTOON

It is impossible for it to mill or crack the grain. It will fill largest cars to full capacity, without any labor in the car. Strong and durable, automatic in action, and requires no attention after starting. Constant moving of pneumatic tube as it loads the grain prevents dust from gathering in center of car. Cools and dries the grain as it passes through the air.

Write for list and circulars

MATTOON GRAIN CONVEYOR CO., Mattoon, Ill.



FOURTEEN YEARS' PAINT SERVICE

DIXON'S SILICA - GRAPHITE PAINT

gave fourteen years' paint service on elevators owned by the Globe Elevator Company. Other grain elevator concerns have had similar experience. The reason why Dixon's Paint is most widely used on grain elevators is because

**It Lasts Longer;
Costs Least Per Year;
Always Best Quality;
Most Reliable;
Most Popular.**

By using DIXON'S SILICA-GRAPHITE PAINT, you SOLVE your paint worries; you lower your yearly paint costs, and you get superior service. Booklet No. 15B is free.

JOSEPH DIXON CRUCIBLE COMPANY
JERSEY CITY, NEW JERSEY

No Need to Scoop Grain in a Dirty, Dusty Car

"If there is anybody in the whole world that has any doubt about the value of your Air-Blast Car Loader, send them to me." Russell Williams, Mgr. Farmers Union Co-Op. Assn., Winside, Neb. "The loader I bought from you certainly does the work." C. F. Cranor, Sycamore, Ind.

"It has everything skinned I ever saw for loading grain." W. H. Barret and Bro., Owaneco, Ill. "You may ship us one of your Air-Blast loaders. We have investigated this thing pretty thoroughly. At Strawns Crossing we saw one in operation and it certainly was doing the work." Central Illinois Grain Co., Ashland, Ill.

We might go on naming user after user who has gotten away from loading troubles entirely by installing a Boss Air Blast Car Loader.

Every car loaded to full capacity without shoveling. CANNOT injure the tenderest grain. Grades improved. 30 days' trial allowed. Simple and easy to install. Write for complete catalog today. It will pay you.

MAROA MANUFACTURING CO., Dept. G., Maroa, Ill.



A Real Trade Winner and Money Maker



The Diamond Ball Bearing Corn, Chop or Feed Mill, easily installed, requires little power and earns nice profit. Unequalled Corn Plates of Original Design. Special Attrition Plates for Screenings, Meal and Feed. 30 days FREE trial in your plant will convince.

Ask for Bulletin

DIAMOND HULLER COMPANY
WINONA, MINNESOTA
Disc Feed Mills, Disc Corn Mills,
Horizontal Crushers

Whether You Build or Remodel

you want the most simple and up-to-date equipment, and that is the BERNERT line of pneumatic grain handling machinery. If you are in need of a Conveyor, Pitless Elevator, Car-loader, Combined Elevator and Car-loader, or Track-loader, both stationary and portable, etc., then do not wait, but write today for catalog and descriptive matter to the

BERNERT MFG. CO.
759-33d St., Milwaukee, Wis.

Everything in Pneumatic Grain Handling Machinery



GRAIN Shipping Ledger

Form 24. An indexed shipping ledger for keeping a perfect record of the shipments of 5,000 cars. Facing pages are given to each firm to whom you ship and name indexed. The pages are 10 1/2 x 15 1/2 inches, used double.

The book contains 100 double pages. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is tight bound in heavy cloth covers with leather back and corners. Price \$2.75.

Grain Dealers Journal,

305 So. La Salle St., Chicago, Ill.



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225 Rooms. Every Room with private bath
Rates \$1.50 to \$5.00 per day

The DYCKMAN gives more for the money than any hotel in the Twin Cities
Headquarters for the Grain Trade
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HALL SPECIAL Elevator Leg

This leg is not a new departure—not an innovation—not an experiment except in refinement. It is an assembled device—a complete machine—its parts scientifically arranged with every element specially designed for perfect, maximum and uniform performance.



There is much difference between a "Hall Special" and the ordinary leg in the character of the work it has to perform. The difference is between organization and chaos.

The HALL SIGNALING GRAIN DISTRIBUTOR

is the greatest time saver for the elevator operator and busy man that has ever been devised. The whole problem of grain distribution without mixing is embraced in this simple device.

Hall Distributor Company, 222 Ramage Bldg., Omaha, Nebraska

BOWSHER FEED MILLS

GROW HEALTHY STOCK

Crush ear corn (with or without shucks) and grind all kinds of small grain.

Handy to operate—lightest running. 10 sizes: 2 to 25 h. p., capacity 6 to 200 bushels. Conical shape Grinders. Different from all others.

Write for Catalog and folder about the value of different feeds and manures.

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SECOND-HAND

Shellers, Cleaners, Clippers, Scales, Feed Mills, Steam Engines, Boilers, Gasoline Engines, Belting, Buckets, Conveyors or any other elevator machinery can be bought or sold quickly by placing an ad. in the "Wanted" or "For Sale" columns of the

GRAIN DEALERS JOURNAL
OF CHICAGO

The Automatic Dump Controller

USED EVERYWHERE!



Why not have the best, most up-to-date equipped Elevator in your section of the country?

There is but one way, i.e., Buy the machinery required to make it the best.

Farmers will take their grain to the man who is prepared to give them the best and quickest SERVICE.

The Dump is the most important part of your house.

Why not use the most modern device for controlling your dump?

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Operating machines and shafts that could stand idle at least a part of the time. Equip your plant with Tester Clutches and start saving money. Get our Free Booklet. Decatur Foundry, Furnace & Machine Co., Dept. D, DECATUR, INDIANA

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is required in every grain elevator where the owner is interested in raising the grade of his grain and thereby selling for higher prices. It costs no more to properly clean grain than to do it half way. When buying cleaning machinery investigate all the rest and then buy the best, the



U. S. CLEANER

manufactured and sold for a purpose. That it will deliver the service for which it was built is our guarantee. You cannot go wrong in buying this grain cleaner. It has been on the market for many years and is giving excellent service. There is one in your neighborhood—ask us where so you can drive over and see it operate.

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Gerber Spouting Has No Equal

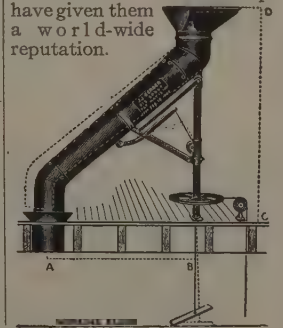


The Patent Flexible Chain Telescope Car Loading Spout is the best, yet cheapest, as it will outwear two ordinary flexible spouts. Made of special metal.

Every spout guaranteed as represented.

The Latest Improved Distributing Spouts

will absolutely prevent the mixing of grain. The best of material and workmanship have given them a world-wide reputation.



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5055

Style No. 5055 Corn
Acidity Determination and Fine Weighings.



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We illustrate above in our Corn and Seed Testing Pamphlet. Copies free upon request.

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is a quality Belt made on a special quality of tough woven duck, specially adapted for "Grain Conveyor Service," the plies frictioned together with a high grade tenacious compound which resist any separation of the plies.

If you want a superior Belt ask for more information about HERCULES.

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**Eliminates
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Charges**



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We will send the NEW BADGER Car Mover to your address and you can try it out for thirty days. If it is satisfactory we are to receive \$5.00 for Car Mover, f. o. b. Appleton, but if not satisfactory it can be returned and we pay freight both ways.

NEW BADGER

car movers are used by grain dealers all over the country and what is more they are giving good satisfaction. With it you can do away with spotting charges now being made by the railroads. You will be shipping considerable grain soon and the cars will be dropped far down on your siding. Drop us a post card today and we'll send the New Badger to you immediately.

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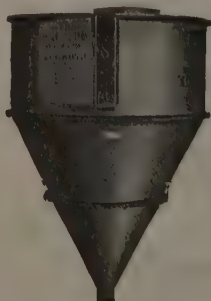
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**Used by Thousands of
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Belts punched accurately for buckets if desired. Estimate for elevator equipments cheerfully furnished

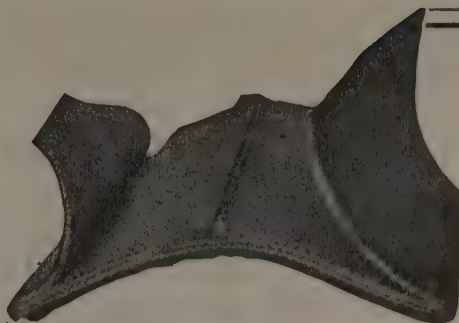
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Is the belt on your Conveyor or Elevator Leg the kind that Opens Up Like the Above?

Opened Plies or Split Seams are Absolutely Eliminated in

"R. F. & C."

Non-Separable Ply Rubber Belt

FIGURE IT OUT YOURSELF!

"R. F. & C." is a rubber belt—that

cannot open in the plies *nor* split in the seams—*will* transmit full power with minimum stretch—*can* be used until *worn out in service*—

IS NOT THAT THE RUBBER BELT YOU WANT to know more about? Send for sample and full information about "R. F. & C." patented Non-Separable Rubber Belt.

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DOUBLE STITCHED BELTING

For

Conveying and Elevating Grain

You cannot get around the fact that a belt that handles your grain uninterrupted by troubles common to most belts—ply separation, hardening, deterioration—is cheap in the end regardless of its initial cost. You will admit that such a belt spells economy. "REXALL" is that kind of a belt. Extra heavy duck and double stitched, it gives service down to the last shred. Low first cost, no upkeep.

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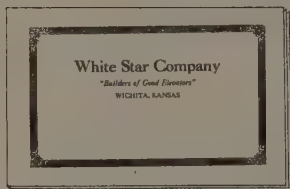
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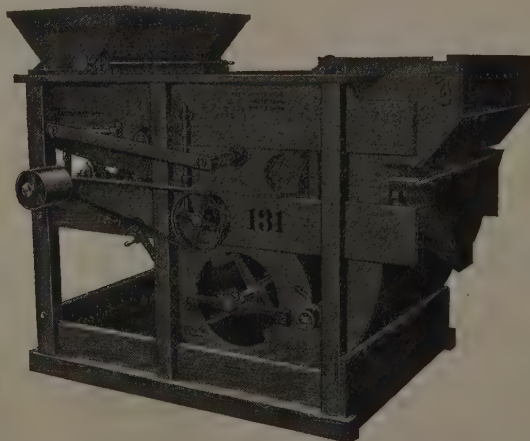
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Booklet of
Elevator
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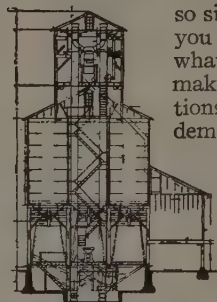
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White Star Co. Wichita, Kans.A Cleaner with a record of Satisfactory Service—
a Cleaner you should buy—**No. 131 Standard Cleaner**With Traveling Brushes and Standard Blast
Regulator. An excellent cleaner for every
variety of seeds and grain.*We solicit your inquiries.***The International Mfg. Co.**

CRESTLINE, OHIO, U. S. A.



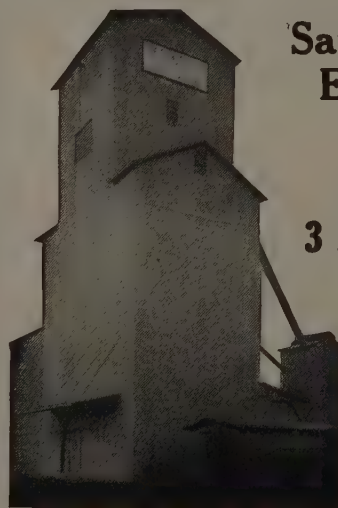
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PLANS and ESTIMATESso simple and self-explanatory that
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what you are getting, and you can
make those changes which condi-
tions in your own grain business
demand on paper. And after see-
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Tell us what you need for your elevator
and we will tell you where to get it.**Grain Elevators**

of any size and any type

Designed and Built for**Safety,
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Better
Elevators****122
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grain received at a country elevator in a separate column so
that the buyer by adding up columns may quickly determine
the number of bushels of each kind of grain on hand. Columns
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GRAIN ELEVATORS**
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CONTRACTOR OF **Grain Elevators.**
Especially Designed for Economy
of Operation and Maintenance
LINCOLN, NEB.

**ELEVATOR
CONSTRUCTION
SPECIALIST
SINCE
1881**

Write
For Our
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T. E. IBBERSON
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"HAVE IBBERSON BUILD IT"

BURRELL'S 1916 RECORD
97 CONTRACTS
Complete Elevators
and Mill Buildings

With an organization at the peak of its
efficiency and our contracts of 1916 practically
completed, prospective builders
of Grain Elevators will find it to their
advantage to consult us—it costs nothing.

**BURRELL ENGINEERING
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It's Bad Business
to guess at the amount of
moisture in the grain you
buy. Install a

Flint-Brown-Duvel
Complete Moisture Testing
Outfit as Shown, \$20.00 Net
C. J. De ROO & SON
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Put Your Name

where everyone identified
with the grain trade will
see it and keep it there.

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Grain Dealers Journal
OF CHICAGO

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Any Size or Capacity
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CONTRACTORS, DESIGNERS
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ALSO JOBBERS OF
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**The Van Ness Safety
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is built for service. Made from Selected
White Birch, has direct acting springs,
double safety device that will not fail,
runs easy, unnecessary to bolt or lock
it while not in use.
Has wire cable and cotton hand line.
Sold on 30 days' trial. Write for circulars
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We Build
Modern Grain Elevators



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of grain elevators. You can make your wants
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Contracts and Builds
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We can furnish and install equipment in old
or new elevators, guaranteeing greater capacity
with less power, and positive Non-Chok-
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433 Range Bldg., OMAHA, NEBR.

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BETTER ELEVATORS
ARE Being Built and
W. H. CRAMER is Building them
NORTH PLATTE, NEB.

**HUMPHREY SERVICE AND
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will mean larger
dividends for you
during 1917.

**A SAVER BOTH
OF MILLERS AND
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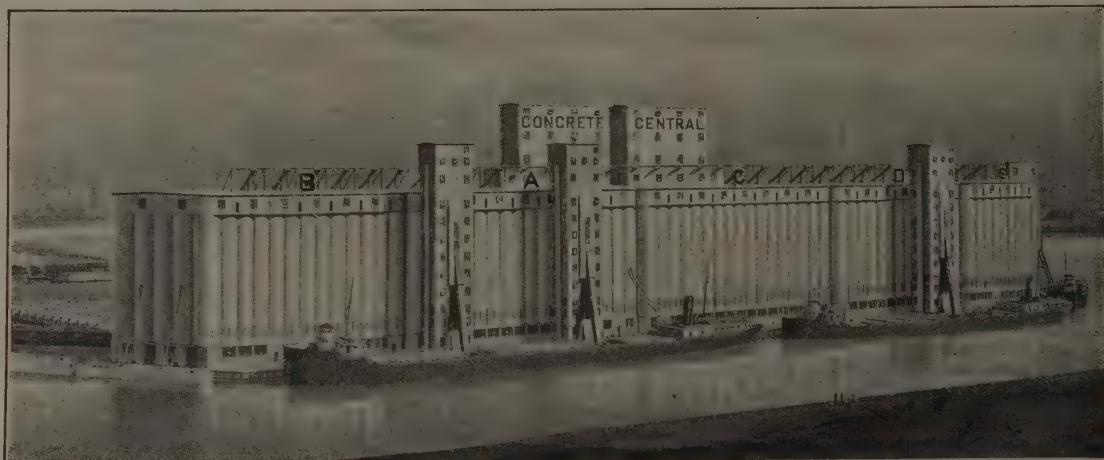
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after having installed
several in their
plants. It saves the
millers by enabling
them to get about
the mill oftener and
yet with less effort
than where stairs
are used. It saves
money by economiz-
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inspection and operation
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Sole Manufacturers

NUTTING TRUCK CO.
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Also Manufacturers of
FLOOR TRUCKS FOR ALL PURPOSES



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Terminal Elevator, Calgary, Alta. 2,500,000 Bushel Capacity. Recently Completed.

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CRETE STRUCTURES OF ALL TYPES**Grain Elevators, Mills and
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Built this Daylight, Fireproof Milling Plant for the Southwestern Milling Co., Kansas City, Kans.

Capacity, 400,000 Bus.—400 Bbls.

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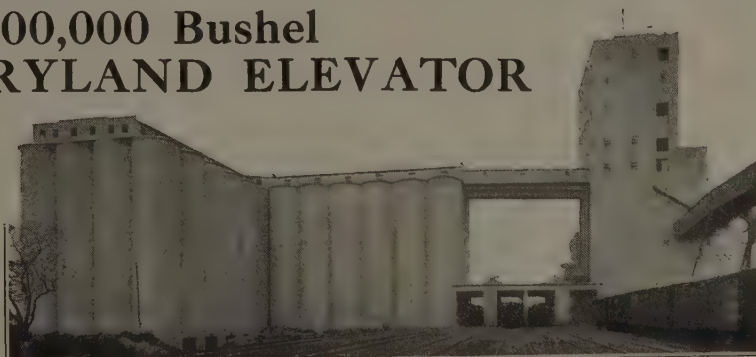
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Money Making Muncie Crude and Fuel Oil Engine

Named by its economy.
Uses less than $\frac{3}{4}$ pint of CHEAP-
EST FUEL PER H. P. HOUR.
Regulation as close as steam.
Quickly started.
Easily operated.
Simple.
In use in most up-to-date elevators
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Sizes 10 to 125 H. P.

Write today for full information and prices.

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Silent Chain Drives — for — Power Transmission

The most modern method for obtaining the full use of your electric current through your motors to your machinery.

Cut steel pinions, cast iron cut sprockets and the best made Silent Chain make AMERICAN HIGH SPEED SILENT CHAIN DRIVES the ultimate solution and afford the final overcoming of your power transmission problems.

NOISELESS — COMPACT — POSITIVE — EFFICIENT

For use in driving Belt Conveyors, Legs, Screw Conveyors, Power Shovels, Fans, Hoists Lineshafts, etc.

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What Does Your Fuel Cost?

It costs "60%" too much unless you are using the

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YES! We guarantee it, and give 30 days C. O. D. trial.

Mail Your Order to the
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Kerosene, Gasoline, Gas, Distillate
2 to 22 H-P.



For operating belted machinery, elevators, pumps, feed grinders, bone mills, cream separators, crushers, blowers, hoists, etc. — Stationary or Portable, also Saw-Rigs, complete. Largest exclusive engine factory in the world selling direct to the user. Saves \$25 to \$100 — **Immediate Shipment** — Write for latest WITTE prices and catalog of engines. State size wanted, or what work you have. — ED. H. WITTE, PRES.,

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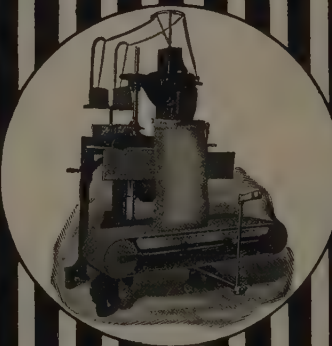


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I can fill that position you have open—fill it perfectly, to your satisfaction. Tell me where to find you in a

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UNION SPECIAL ADJUSTABLE HEAD FILLED BAG MACHINE



Closes the mouths of all varieties of bags after they are filled—more securely, far more speedily and at a greater reduced cost than can be approached by hand sewing.

Union Special Machine Co.
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The rate for advertisements in this department is 20 cents per type line each insertion

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MICHIGAN bargain. Will sell 15,000 bu. bean and grain elevator at once; town 3,000; one other elevator. Address Don, Box 10, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Good elevator in best part Darke Co., Ohio; small town, no competition; doing \$75,000 business annually. Address Black, Box 1, Grain Dealers Journal, Chicago, Ill.

OHIO—7M' elvtr., cribbed, equipped with up-to-date machinery, corn cribs, cement house, lumber shed, coal yard in connection. Located in good town, doing good business. Address Coal, Box I, Grain Dealers Journal, Chicago.

NORTHERN ILLINOIS—65,000 bu. cap. elevator in rich grain belt; handles 200,000 to 250,000 bu. grain annually; no competition. Full particulars upon request; no trades. Coal and feed business in connection. Address Belt, Box 10, Grain Dealers Journal, Chicago, Ill.

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Have two medium priced elevators within 100 miles of Chicago that are special bargains. Either can be bought on small cash payments. Good towns and splendid business. Jas. M. Maguire, 6454 Minerva Ave., Chicago, Ill.

COLORADO—For Sale 25,000 bu. elevator with fuel and feed business, in the famous Arkansas Valley. Good town, wideawake, healthy climate. Doing good business, thoroughly equipped. Good reason for selling. This is a money maker. Address J. B., Box 4, Grain Dealers Journal, Chicago.

ILLINOIS—On account of death of our Mr. John Ervin, elevator at Tuscola, Ill., situated on I. C. track, is for sale; 4 dumps, 2 elevators, electric power (35 horse), gravity load, private track, good repair; storage for 15,000 bu. ear corn; 15,000 bu. shelled; machinery good. Address R. & J. Ervin, Tuscola, Ill.

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INDIANA—You are looking for us if you want the biggest elevator opportunity in the state of Indiana. We have a modern 10,000 bu. cap. cribbed steelclad elevator with warehouse, corncrib, coal sheds on the Wab. R. R. in northern Ind., using kerosene power, 1-35 horse Lambert and 1-6 horse Burnoil engine, dump, sheller, feed grinder; all new; cleaner and 6 elevator legs. Handling flour, feed, coal, tile, cement, fertilizer, limestone, sand, and roofing as side lines; handling 100,000 bu. grain and doing \$100,000 business annually; with privilege of buying two choice residences. \$6500 will buy business as it stands. Excellent reasons for selling. N. L. Laver & Son, Wyatt, Ind.

Somebody's always hunting an elevator, and there is no wrong time of the year to put an ad in the "Elevator For Sale" columns of the Journal.

ELEVATORS FOR SALE.

OKLAHOMA one good elvtr. well located, 15,000 bu. cap. Owner wants to sell and will make price right. Address Grain Box 5, Grain Dealers Journal, Chicago.

FOR SALE—A 20,000 bu. cap. elevator with wagon scales, two dumps, one automatic scale, and is electric wired; it is well improved and has all modern conveniences. V. E. Kepple, Bardolph, Ill.

FOR SALE—Elevator and feed mill, feed, flour, grain, seeds, phosphate, poultry supplies; in Dairy section Central New York. For particulars, address R. N. Dershimier, Dryden, N. Y.

FOR SALE—Grain elevator, Paola, Kansas, on Mo. Pacific and Katy tracks. Located on main line Mo. Pacific and Frisco and main line and Sedalia branch M. K. & T., cap. between 5 and 6 thousand bu., two dumps, wagon and hopper scales. Steam power; No. 7 Bowsher chop mill, corn sheller and separator; 5,000 bu. corn crib and office. Price \$4,500.00. Fowler Commission Co., Kansas City, Mo.

ELEVATORS WANTED.

WANTED—A first class elevator with good business within 75 mi. of Indianapolis. Give full particulars first letter. Address B. A. 142, Box 2, Grain Dealers Journal, Chicago, Ill.

TO EXCHANGE—Equity in strictly modern residence well located in Omaha. Rental \$30 per month, for grain elevator well located. C. H. Eckery, Cedar Rapids, Nebr.

WANTED TO BUY—Elevator located in Michigan in the bean district; I have some real estate consisting of a new house and lot close to Saginaw I wish to make part payment with. Address Hem, Box 12, Grain Dealers Journal, Chicago.

ELEVATOR BROKERS.

SELLERS list your elevators and buyers buy your elevators thru John A. Rice, Frankfort, Ind.—Reliable Broker 10 years.

LIST YOUR ELEVATORS AND REAL ESTATE WITH ME FOR RESULTS. NAT P. CLAYBAUGH, ELEVATOR AND REAL ESTATE BROKER, Board of Trade Bldg., Frankfort, Ind.

PARTNERS WANTED.

WANTED by a Swiss-American Millman, 40 yrs. old (single) with 15 yrs. experience, to buy half interest in a 25-bbl. Midget Marvel Mill or will join honest party building new plant in live town of not less than 2,000 inhabitants. Werner Klingler, 1310 E. Tusc. St., Canton, Ohio.

WANTED to go into the grain or lumber business with someone who has a good point and can furnish most of the capital. Look me up and see if we cannot make a deal beneficial to both; 14 yrs. experience in grain and coal, mostly with Farmers Elvtr. Co. 33 yrs. old, married. Address Lock Box 43, Blencoe, Iowa.

WANTED—Partner in a 200-bbl. Roller Mill, with elevator, also electric light plant in connection for lighting city; in a thrifty town; a paying proposition. Would sell mill and elevator without light plant; would sell whole entire plant, but prefer to sell one-half interest; would rent mill and elevator, oil engines for power. Anyone looking for a paying proposition will do well to investigate. Address Mill, Box 11, Grain Dealers Journal, Chicago, Ill.

BUSINESS OPPORTUNITIES.

EXCHANGE—Central Iowa Farm, 160 acres, for Grain or Lumber business. Address P. O. Box 386, Cedar Rapids, Iowa.

FOR SALE—Grain, Hog and Machinery business. Will sell separately or all together. Address P. O. Box 186, Independence, Iowa.

FOR SALE OR TRADE—Flour, feed and electric plant, high class in up-to-date Wisc. town; monthly receipts \$500; title clear; would accept part trade. H. D. Mintz, Grand Rapids, Wisc.

GOOD IOWA 240-A, near Independence, Iowa, to trade for grain or lumber business, or would consider controlling interest in small bank or good 80 acre farm clear, or would take cash. C. A. Pfund, Owner, Independence, Iowa.

FOR SALE—Seventy-five barrel flour mill with elevator and coal yard in connection. Mill bldgs. brick. Plant in active operation, with good local trade. Must be sold at once. Write A. M. G., Box 2, Grain Dealers Journal, Chicago.

FOR TRADE—\$17,000 equity on 680-acre stock and grain farm; 200 acres broke, 250 acres pasture, balance fine hay meadow. 15 miles from town; new R. R. about to be built near farm. Good eight-room house, large barn, cattle and hog sheds, etc. A money-maker. Want grain, lumber or hardware business. Address Lock Box 455, Osmond, Nebr.

FOR SALE—The oldest and best grain business in Southern Illinois; has been carried on successfully for 35 years, but on account of advancing in years, will dispose of my line of elevators and warehouses, including the best grain business in this entire section and will sell at a bargain if disposed of soon. Will require about \$40,000.00 to secure the property. Address Lock Box No. 667, Carmi, Ill.

IF YOU want to change business or occupation or better climatic conditions, please write me and state what you desire. Have been here ten years and find that a man desiring a good ranch for fruit, alfalfa, dairy or stock should be very careful in selection. The live stock raising appeals to me as very good and not overdone. I am known to many of the old grain and hay dealers of the Middle West, as I was a dealer for thirty-five years at Lima, Ohio, and refer you to the editor of this Journal.

A. E. Clutter, Real Estate,
519 Wilcox Bldg., Los Angeles, Cal.

MILLS FOR SALE.

FOR SALE—75-bbl. mill, cheap. Good reason for selling, plenty wheat at mill. Blue Rock Milling Co., Blue Rock, Ohio.

FOR SALE 150-bbl. flour mill, situated in Kansas wheat belt, in operation; money maker. Address Bee, Box 6, Grain Dealers Journal, Chicago.

FOR SALE—One of the best 50-bbl. Flour Mills with 10,000-bu. elevator in Southern Minn. Bears closest investigation. Gibbon Roller Mills, Gibbon, Minn. Otto Pless, Prop.

ADDRESS WANTED.

WANTED—Present address of Geo. P. Douglas, who moved from Mason City, Ill., some time ago to Pittsfield, and then to Beardstown. Write Main, Box 12, Grain Dealers Journal, Chicago, Ill.

SITUATIONS WANTED.

POSITION as gr. solicitor; 5 yrs. exp. as elvtr. mgr. Prefer Minn., N. D. or Mont. Address Jen, Box 2, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED by an experienced grain and elevator man, with farmers' grain company; can give references, also bond. Fred A. Seick, Elbert, Colo.

WANTED—Position as manager of grain elevator. Line company preferred; wish to make change on account school. 6 yrs. experience. No boozier or smoker. Address Box 11, Nohle, Mont.

AM LOOKING for position in city or country elevator. Can manage and run an elevator, have had good experience and can furnish A-1 references. Reasonable salary. Write H. A. Asling, Yocemento, Kans.

WANTED—Position as traveling solicitor; experienced. Reference present employer, thirty-five years old; steady worker. Would like to make change. Address Spring, Box 8, Grain Dealers Journal, Chicago.

OFFICE MAN—Am experienced in book-keeping and system in milling and elevator business; familiar with railroad tariffs and milling in transit; steno., handle local purchases and sales, also buying grain; employed at present, desire change. Address High, Box 2, Grain Dealers Journal, Chicago, Ill.

WANTED—Position as elevator manager by man 40 yrs. old; now employed, but wish to change after Dec. 1st, 1916. (Farmers Elvtr. preferred.) 15 yrs. experience handling grain and stock in corn belt. Address Change, Box 9, Grain Dealers Journal, Chicago, Ill.

POSITION as manager Farmers or Independent Elvtr. Co. or would consider traveling solicitorship; N. D., Mont., or Northern Minn. preferred. 11 yrs. exp. Agt., Auditor and Manager. Age 37, married, can furnish A-1 ref. and bonds; can arrange to begin on short notice. Address Rule, Box 2, Grain Dealers Journal, Chicago.

ARE YOU looking for a position in any branch of the grain business? If you are send us your name, address, nationality, languages spoken, experiences, salary expected, references, in fact any information that will help an employer to form an idea of your ability to serve him. We will keep this information on file and from time to time place you in touch with elevator owners who seek competent help. This service will be absolutely free, placing you under no obligation whatever. Write today and get in line for a good position. Address—The Want Ad Man, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED.

POSITION as mgr. or with good gr. firm. 20 yrs. exp. gr. and beans. Address Old, Box 2, Grain Dealers Journal, Chicago.

WANTED—Position with good grain firm as Mgr. of Elvtr. or in office of good comm. firm. 10 yrs. exp., good ref. Address Gail, Box 9, Grain Dealers Journal, Chicago.

WIDE AWAKE man desires position as manager of elevator doing large business; thoroughly experienced. Address Wide, Box 1, Grain Dealers Journal, Chicago.

WANTED—Position as manager of elevator or lumber yard; 8 yrs. experience; American, 30 yrs. old; now employed but desire change; can start on 15 to 30 days' notice. Address Bolt, Box 1, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as mgr. or supt. of elvtr. 20 yrs. exp. in buying, selling and handling of grain, coal, lumber and live stock; good ref. Corn belt preferred. Address Strong, Box 1, Grain Dealers Journal, Chicago, Ill.

WANTED—Position as elevator man or office assistant; 5½ yrs. as elevator man and 3 months' experience in railroad office; age 28; speak English and German. A1 references. Address Plain, Box 1, Grain Dealers Journal, Chicago.

POSITION with grain firm as mgr. or solicitor. 12 yrs. exp. grain business, keep books, operate and repair elevator mch., understand farm implements, seeds, live stock and other side lines. Address Wool, Box 1, Grain Dealers Journal, Chicago, Ill.

WANTED—Position as manager of elevator. 10 years' experience; age 31 yrs., speak English and German; can show results. Open for good first class position only, after March 1st, 1917. Address Lock Box 1, Leonore, Ill.

EXPERIENCED grain and lumberman wants position with Grain Com. Co. as traveling solicitor or position as manager of a private concern to manage grain and lumber business. Montana preferred. Address Light, Box 2, Grain Dealers Journal, Chicago, Ill.

GRAIN ELVTR. ENGINEER.

Open for high-class executive or engineering position. 12 years' experience. Familiar with Complete Designing and Construction of Concrete Grain Elevators, Flour Mills, Power Plants, etc. Write Ford, Box 2, Grain Dealers Journal, Chicago, Ill.

Sympathy never sold a feed mill, but a Journal "For Sale" ad has. Try it.

HELP WANTED

WANTED—Man to take charge of line of country lumber yards with grain elevators in connection. State experience, age and salary expected or no consideration will be paid to application. Communication will be treated confidential. Address XYZ, Box 2, Grain Dealers Journal, Chicago, Ill.

WANT A JOB as grain buyer, manager of an elevator, engineer, traveling solicitor or any position connected with the grain business? If so, make your wants known to progressive grain dealers who are in need of experienced help through the "Situation Wanted" column of the Grain Dealers Journal.

AUTOMOBILE FOR SALE.

OVERLAND COUPE, model 80 C, at big bargain. Electric lights and starter, extra tire and tube, rubber mat, radiator cover; locks on windows, doors, switches. Good condition. Run nine thousand miles. Mrs. Charles S. Clark, 7130 Princeton Ave., Chicago, Ill.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats, in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

SECOND-HAND BAGS AND BURLAP.

THE Springfield Bag & Burlap Co., which is located in Springfield, Ill., is always in the market to buy as well as sell all kinds of second hand bags and burlap.

FOR SALE—2,400 second hand cotton grain bags in shipping order. Will hold 2½ bushels of wheat. In lots from 100 up. Price 14c each, f. o. b. St. Louis. Write Foell & Co., 123 Market St., St. Louis, Mo.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheet-ing, or Paper for Car Lining, etc. Wanted: second-hand bags, best prices paid.

WM. ROSS & CO., 409 N. Peoria St., Chicago

SCREENINGS WANTED.

SCREENINGS wanted, all kinds. P. L. Zimmerman Co., St. Louis, Mo.

FERRETS.

2000 Ferrets. Prices and booklet mailed free. N. E. Knapp, Rochester, O.

FERRETS—1,000 good ratters, hunters. Breeding stock sale. G. Berman Co., Danville, Ill.

DYNAMOS—MOTORS.

WANTED—One 150 horsepower second hand electric motor. Submit price and name of motor. Droge Elevator Co., Council Bluffs, Iowa.

WE WANT to buy a 10 h. p. Electric motor, 110 volt, 3 phase, alternating current, speed 1800 RPM. New or good second hand. Chris. H. Boe & Co., Elk Horn, Iowa.

FOR SALE—One 20-h. p. 850 R. P. M. 60 cycle 3 phase A. C. Westinghouse Motor, including auto starter, switches, fuse blocks and wiring; running daily; \$260 f. o. b. Write or wire E. R. T. Howard & Co., Brownsville, Texas.

DYNAMOS AND MOTOR BUYERS are reached in largest numbers and less expense by offering them for sale in the grain trade's accepted medium for power bargains—the "Dynamo—Motors" columns of the Grain Dealers Journal, Chicago.

A Trial Order

GRAIN DEALERS JOURNAL

315 So. La Salle St., Chicago, Ill.

Gentlemen:—I wish to try the *Grain Dealers Journal* on the 10th and 25th of each month for one year just to learn if I can get any helpful suggestions from the opinions and experiences of other grain dealers. Enclosed please find One Dollar and Fifty Cents.

Name of Firm.....

Capacity of Elevator..... Post Office.....

.....bus. State.....

MACHINES FOR SALE.

FOR SALE—\$30,000 worth of up-to-date flour mill equipment. Write J. B. McClure Grain Co., Hutchinson, Kans.

FOR SALE—One No. 4 Double King Car Loader and pulleys, shaft, collars and boxes that go with it. Only been used through one harvest; will sell at a bargain. Farmers Grain and Seed Co., Darlington, Ind.

FOR SALE cheap, guaranteed good condition, one twenty-inch attrition mill, one twenty-inch burr mill, one cob crusher, elevating machinery, pulleys, hangers and belts. Lee T. Ward, Commercial Trust Bldg., Philadelphia, Pa.

FOR SALE—1 Foos scientific cob crusher in fair condition; 1 24-in. feed stone; one 8-h. p. International Hopper cooled gasoline engine in fair running condition without gas tank. Make me an offer. A. E. Young, Ravenna, Mich.

FOR SALE.

- 1 35-h. p. steam engine, good as new.
 - 1 35-h. p. Power Boiler, first class shape.
 - 150 ft. chain with buckets attached, both in good shape.
 - 1 Cast Iron Boot with cog wheels for chain and buckets; also elvtr. head with cogs.
 - 1 Car Loader in good shape. Have put in gravity loading spout.
 - 1 Invincible Dustless double receiving cleaner, in good shape.
 - 1 B. & L. Corn sheller, and cleaner combined, good as new.
- Connell & Anderson Grain Co.,
Bentonville, Ind.

1-16" B. B. Attrition Mill & Drive \$220.00
1-22" Ball Bearing Attrition Mill 210.00
1-24" Ball Bearing Attrition Mill 300.00
1-No. 5 Knickerbocker '05 Dust Col. 40.00
All f.o.b. shipping point subj. to prior sale, 1/2 cash, balance your own terms. Many other bargains on Rebuilt Attrition, Roller, Burr Feed Mills, Reels, Separators, Driers, Packers, Scourers, Feeders, Mixers, Dust Col., Supplies, etc. Complete equipments scientifically arranged for modern Flour & Cereal Mills, Molasses Stock, Poultry Feed & Fertilizer Plants, Plans, Specifications and Flow Sheets. Write us now. "Builders of Better Mills."

George J. Noth, Manager,
No. 9 South Clinton St., Chicago, Ill.

ELEVATOR AND MILL EQUIPMENT at sacrifice prices.

- 1 No. 2 B. "Monitor" Double Flax Separators with Sieve Cleaners. Cap. 125 to 300 bu. \$210.00
 - 1 No. 169 "Eureka" Counterbalanced elevator Separator. Cap. 900 to 3,000 bu. 275.00
 - 1 No. 5 "Invincible" Dustless Warehouse Separator. Cap. 800 bu. per hour 220.00
 - 1 No. 6 "Invincible" Dustless Warehouse Separator. Cap. 1,000 bu. per hour 250.00
 - 1 No. 7 "Invincible" Dustless Warehouse Separator. Cap. 1,500 bu. per hr. 295.00
 - 1 No. 153 "Barnard & Leas" Perfected Whse. Separator, 120 to 400 bu. per hr. 120.00
- All above machines rebuilt and guaranteed for all practical use as GOOD AS NEW.

Shipped to responsible parties on 30 days time.

10 10-ft. lengths, 9" R. H. Conveyor, each, \$6.00.
6 10-ft. lengths, 9" L. H. Conveyor, each \$6.00.

5 12-ft. lengths, 14" R. H. Conv., 3" pipe, \$14.00.

4 12-ft. lengths 14" L. H. Conv., 3" pipe, \$14.00.

9 12-ft. lengths, 16" R. H. Conv., 3" pipe, \$16.00.

5 12-ft. lengths, 16" L. H. Conv., 3" pipe, \$16.00.

Used, guaranteed as good as new. Everything for Flour Mills, Feed Mills and Elevators.

B. F. Gump, Co.,

431-437 So. Clinton St., Chicago.

Established over 44 years.

MACHINES FOR SALE.

FOR SALE—1 double stand Northway feed mill, 9x18; second hand, in good condition. Price \$75.00. Heiberg Elevator Co., Twin Valley, Minn.

FOR SALE CHEAP—9x30 three pair high second hand Noye rolls, belt drive both sides, rebuilt, newly corrugated. F. Y. Gauntt Mfg. Co., Fort Wayne, Ind.

MACHINES WANTED.

WANTED to buy, a good second hand grain cleaner, cap. 10,000 bu. day. Address E. S. Martindale, Greens Fork, Ind.

WANTED—Good second-hand oat clipper of the smallest size. Address Oat, Box 2, Grain Dealers Journal, Chicago, Ill.

WANTED to buy, a second-hand cracked corn grader. Capacity one ton or more per hour. Write P. D. Hayes, Three Mile Bay, N. Y.

ENGINES WANTED.

WANTED—Second hand gas or gasoline engines from 8 to 40 h.p. in answering, name price and describe condition. (Otto preferred). Address Gas, Box 2, Grain Dealers Journal, Chicago, Ill.

ENGINES FOR SALE.

FOR SALE—18 h. p. Badger gasoline engine on trucks, all in good condition. Address W. V. Jones, Pickett, Wis.

FOR SALE CHEAP—2 Stationary St. Mary's 30-35 h. p. gas or gasoline engines. The Western Reserve Seed Co., Norwalk, O.

FOR SALE—One 25-h. p. Primm Crude Oil engine, good as new, only used a short time; complete with starter, clutch, pulley, pumps, etc. Plano Mill & Ice Co., Plano, Texas.

FOR SALE—One 25-h. p. St. Marys gas or oil engine complete, with friction clutch pulley and 170-gallon storage tank; in good condition. Hiawatha Light, Power & Ice Co., Hiawatha, Kan.

FOR SALE—A 25-h. p. gasoline engine, Brunner make, Peru, Illinois. In perfect condition, only slightly used for several years in a manual training school; very cheap. Address La Salle-Peru Township High School, La Salle, Ill.

FOR SALE—Type "N" 20 horse Fairbanks Morse gasoline engine; in good running order. Nordyke-Marmon 9-18 two pair high roller feed mill. Both machines at 50% list price; we wish to put in motor driven machinery. Equity Elevator Co., Oakley, Kans.

FOR SALE.

- 12 h.p. Stover, hopper cooled.....\$275.00
- 16 h.p. Stover..... 295.00
- 12 h.p. Foos special electric lighting engine..... 350.00
- 15 h.p. Badger..... 225.00
- 20 h.p. Nash two cyl. vertical..... 355.00
- 25 h.p. Fairbanks-Morse kerosene oil engine..... 435.00

And many others.

Send for big list of auto, marine, tractor, aeromotor and stationary engine values. Badger Motor Co., Milwaukee, Wis.

MISCELLANEOUS.

2949—Cockerels, hens and pullets, 49 varieties chickens, geese and ducks. Eggs in season; seeds and trees. Aye Bros., Blair, Nebr. Box 47. Free Book.

SCALES FOR SALE.

FOR SALE—One Automatic Hopper scale, one straight Hopper scale, one elevator belt with cups 4"x12". Jansen Equity Exchange, Jansen, Nebr.

ARE YOU a quick buyer who can tell a bargain? If so, we offer you
1-100 ton 46 refitted Fairbanks
Track Scale with recording beam
and steel frame.....\$450.00
1-500 bu. refitted Howe Hopper scale 125.00
We also have some dandy bargains in refitted wagon scales. Dormant scale and office safes. Write us your wants.

HOWE SCALE COMPANY
St. Louis, Mo.

Directory Grass Seed Trade

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Manglesdorf Bros. & Co., The, wholesale seeds.

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Dickinson Co., The, Albert, seeds.
Illinois Seed Co., The, grass and field seeds.
Johnson, J. Oliver, seed merchant.

CRAWFORDSVILLE, IND.

Crabbs Reynolds Taylor Co., grass and field seeds.
Crawfordsville Seed Co., seed merchants.

EVANSVILLE, IND.

Small & Co., W. H., seeds, grain and hay.

FARIBAULT, MINN.

Farmers Seed & Nursery Co., seed merchants.

GIBSON CITY, ILL.

Noble Bros., whse, seed merchants.

INDIANAPOLIS, IND.

Indiana Seed Co., The, Seed Dealers.

KANSAS CITY, MO.

Missouri Seed Co., who. exp. and imp.
Peppard Seed Co., J. G., wholesale seeds.
Rudy-Patrick Seed Co., wholesale seeds.

LAWRENCE, KANS.

Busch Seed Co., W. J., seeds and grain.

LOUISVILLE, KY.

Hardin, Hamilton & Lewman, field seeds.
Lewis & Chambers, field seeds.
Louisville Seed Co., clover & grasses.

MACON, GA.

Georgia Seed Store, field and garden seeds.

MILWAUKEE, WIS.

Courteen Seed Co., field seeds.
Milwaukee Seed Co., wholesale seeds.

MINNEAPOLIS, MINN.

Dickinson Co., The, Albert, seeds.
Minneapolis Seed Co., seed merchants.
Northrup, King & Co., wholesale seeds.

NEW YORK, N. Y.

Radwaner, I. L., field & grass seeds, exp. imptr.

PHILADELPHIA, PA.

Philadelphia Seed Co., Inc., The, whse. field sds.

ST. LOUIS, MO.

Goldsmith & Co., Jacob, field seeds.
Kaercher-Schisler, F. & G. S. Co., seed merchants.

TOLEDO, OHIO.

Crumbaugh-Kuehn Co., alsike, timothy, alfalfa.
Hirsch, Henry, clover, alsike, timothy, alfalfa.
The Toledo Field Seed Co., clover, timothy.

TWIN VALLEY, MINN.

Heiberg Elevator Co., wholesale seed merchants.

STEAM ENGINES—BOILERS.

FOR SALE—Complete steam power plant consisting of one 80-h. p. steel tubular boiler and 53-h. p. Atlas Automatic engine and all connections. H. M. Cosier, Bear Lake, Mich.

WANTED—Second hand 100 to 150 h. p. high pressure boilers; 18 or 20 inch Corliss engines; pipe, 1 to 8 inch; rail; compressors, etc. Landreth Machinery Co., Joplin, Mo.

FOR SALE—One 400 h.p. water-tube boiler made by the Atlas Boiler Co., with Murphy Stoker attached; there is also attached to this equipment a steel stack, 135 ft. in height, the lower 20 ft. made of 3/4-in. steel, the balance of 3/16 in. Shipment can be made promptly. For further information, write J. M. Riebs, Jr., Milwaukee, Wis.

GRAIN WANTED.

WE ARE operating a branch at Mobile, Ala., Post Office Box 868, with A. T. Kerr, as General Manager. We desire correspondence with responsible shippers of grain; will sell wholesale trade in car load lots. Lyle & Lyle, Huntsville, Ala.

SEEDS FOR SALE—WANTED

SEEDS FOR SALE.

TIMOTHY SEED, and Red Clover, car or less carlot. J. B. Leveille, Eyota, Minn.

SEED CORN of high quality, breeding and selection. Satisfaction guaranteed. E. G. Lewis, Media, Ill.

FOR SALE—Black Hills Alfalfa seed. Price and sample on request. Brookside Farm, Buffalo Gap, S. Dak.

FOR SALE—Alsike and Red Clover, superior quality, Wisconsin grown; any quantity. Samples on request. Oshkosh Seed Co., Oshkosh, Wisc.

The Mangelsdorf Bros. Co.

Sweet Clover, Alfalfa,
Soudan Grass, Millet, Rape.

ATCHISON

KANSAS

SEEDS WANTED.

WANTED—Medium, Mammoth, German Millet seed and beardless barley, true to name. Mail sample and price to Walter G. Trumpler, Tiffin, Ohio.

MAMMOTH CLOVER WANTED

Also Red, Alsike, Timothy and Soy beans.

O. M. SCOTT & SONS CO.
500 Main St. Marysville, Ohio.

WANT TO PURCHASE Northern grown seed corn, speltz, Swedish select oats, six rowed and white Hullless Barley, Spring rye, Macaroni and Fife Spring wheat. Mail samples with prices. Lou S. Darling Seed Co., Petoskey, Mich.

WINTER VETCH

NEW CROP MICHIGAN GROWN
YOUNG-RANDOLPH SEED CO., Owosso Mich

SEEDS FOR SALE.

FOR SALE—German Millet for sale in car lots or less; correspondence solicited. D. H. Clark & Sons, Galt, Mo.

FOR SALE—Superfine tested Perennial and Italian Ryegrasses Crested Dogstail. John Lytle & Sons, Ltd., Belfast, Ireland.

FOR SALE—Genuine Texas red rust-proof seed oats; cotton seed products. Wire for prices. Lewis & Knight, 2714 Routh St., Dallas, Texas.

I HAVE 30,000 pounds seed, screenings, mixed of red and white, alsike, and timothy for sale. Theo. H. Runte, Hilbert, Wisc.

DWARF Essex rape seed for immediate shipment. For particulars and price, apply at once to Kelway & Son, Langport, England. Cable: Kelway, Langport.

FOR SALE—Choice seed corn, oats and barley; car lots or less; samples and prices mailed on request. Square Deal Seed Farm, Allen Joslin, Prop., Holstein, Iowa.

RUDY-PATRICK SEED CO.

Alfalfa — Sudan Grass — Millet — Cane

KANSAS CITY, MO.

LOEWITH, LARSEN & CO.

CLOVER, GRASS AND FIELD SEEDS
NEW YORK CITY

FARMER SEED & NURSERY CO.

FARIBAULT, MINN.

Always in the market for Timothy, Clover, Alfalfa, Kentucky Blue Grass and other Farm Seeds. Write us with samples.

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Headquarters for
Red, White and Alsike
Clover
Timothy and Alfalfa
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CLOVER — ALSIKE — TIMOTHY — ALFALFA

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All Other Field Seeds

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Milwaukee Seed Company

WHOLESALE SEEDS

LONG DISTANCE TELEPHONE GRAND 672 and 673

104-106 WEST WATER STREET

MILWAUKEE, WIS.

Buyers and Sellers

Medium Mammoth Alsike,
White Alfalfa, Timothy, Grasses,
etc.

Mail Samples

Ask for Prices

"The Live Clover House"

CRAWFORDSVILLE SEED CO.

Crawfordsville, Ind.

CLOVER SEED FOR SALE

Ask for Samples and Prices

We Buy **SEEDS** We Sell

J. G. PEPPARD SEED CO.
Kansas City, Mo.

THE CRUMBAUGH-KUEHN CO.

We pay top prices for seeds. Your track or Toledo. Send samples.

TOLEDO, OHIO

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Samples, prices and our market letter upon request. Cash and futures

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CLOVER INVESTORS

Southworth's Weekly Review summarizes the week's high-lights in clover as reflected in world's leading market. Sample copy on request. Complete hedging, investment, consignment service in clover, alsike, timothy.

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LOUISVILLE SEED COMPANY

INCORPORATED
LOUISVILLE, KY.

Headquarters for
RED TOP AND ORCHARD GRASS
BUYERS AND SELLERS
OF ALL VARIETIES FIELD SEEDS

MISSOURI BRAND SEEDS

Specialists

KANSAS GROWN ALFALFA
MISSOURI GROWN BLUE GRASS
MISSOURI SEED CO.
KANSAS CITY, MISSOURI

"WELL BOUGHT IS HALF SOLD"

Feeding Peas Hemp Seed
Orchard Grass Fancy Grasses

DWARF ESSEX RAPE

Holland and Japanese Grown
bought of

WM. G. SCARLETT & CO.
BALTIMORE, MD.

at prices we can name will be easily sold.

You Can Sell—Your Elevator

by advertising directly
to people who want to
buy, by using a

Grain Dealers Journal
Want Ad.

SEEDS FOR SALE—WANTED

SEEDS FOR SALE.

FOR SALE—Hog and Golden Millet, car lots. John E. Speltz, Venango, Neb.

FOR SALE—Alsike Seed. For prices and samples write Walter G. Trumpler, Tiffin, Ohio.

FOR SALE—Alsike, red clover, timothy and red top seed at prices that will interest you. Write for price and sample. J. M. Schultz, Dieterich, Ill.

PERENNIAL Rye Grass, Italian Rye Grass and Crested Dogtail. Highest grades; re-cleaned and tested. C. I. F. U. S. Ports. Samples and offers on request. McClinton & Co., Belfast, Ireland.

FOR SALE—Thoroughbred Kentucky Blue Grass seed, grown on Elmendorf, the model farm of the blue grass section of Kentucky. Recent test by experiment station shows germination test of 90%. For samples and prices, write Elmendorf Coal & Feed Co., Inc., Lexington, Ky.

SEEDS WANTED.

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WE ARE in the market for medium red, mammoth red and alsike clover; amber and orange cane; sudan grass, german millet, orchard grass, red top, Kentucky Blue and rye grasses; cow peas and soy beans. Mail samples with prices to Peninsula Produce Exchange of Maryland, Pocomoke City, Md.

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on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome.

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for grain trade information not found in the Journal are always welcome. Address "Asked-Answered" department. The service is free to all.

Entered at the Chicago, Ill., Post Office as Second-Class Matter Aug. 5, 1898.

CHICAGO, JANUARY 25, 1917

THE BULGING elevators of the winter wheat belt continue to charge the trade with underestimating the crops of 1916.

FRIENDLY relations will always make for better business conditions, whether your competitor or your patron is alone concerned.

TOO many elevators at a station are often worse than none, because a community could much better afford to haul its grain to the next station than to pay for the maintenance of unnecessary elevators. The great waste of cutthroat competition should be checked.

MANY lives and limbs are sacrificed each year, because men working in grain elevators neglect to guard dangerous machinery and thru frequent exposure to danger become oblivious of many of the real hazards of their daily work. One would naturally think that elevator owners and employees would hold weekly meetings, for the discussion of how best to reduce their daily dangers. The majority of the accidents reported in our news columns could have been prevented by guards to the machinery, but they were not.

THE COUNTRY elevator man without an attractive line of feedstuffs is throwing away an opportunity for a profitable side line.

LEASES OF railroad right of way for elevators are now so expensive on some lines that some shippers are moving their elevators to private ground, and thereby reducing the fire hazard, the cost of their insurance and avoiding the release of the railroad company from liability for the destruction of the property.

NO GRAIN BUYER would knowingly accept grain to which the seller had artificially added moisture, in the hope of making it weigh heavy. It is not a practice which any dealer would openly champion, hence it seems right and proper that all organizations should follow the lead of the Council of Grain Exchanges, in discountenancing the practice. If it becomes necessary to steam or sprinkle grain in purifying, then in fairness to all the percentage of moisture which may be added in the process should be limited to a very low figure, otherwise some men will be attempting to sell the Atlantic Ocean.

THE FREE distribution of seeds by the Federal Government received a black eye at the hands of the Nebraska legislature last week, when it adopted resolutions commending the action of one of the state's representatives in the Lower House of Congress for refusing to continue the distribution of free seeds among his constituents. The Nebraska legislature even went further and called upon the state's representatives in both branches of Congress to do all in their power to bring about the permanent abolition of free seed distribution, to the end that the taxpayers of the country may be saved a quarter of a million dollars which is now wasted for useless pork.

THE DISCOURAGING report of the secretary of the Crop Improvement Committee of the Council of Grain Exchanges, to the effect that millers and grain elevator operators were loath to encourage farmers to clean their seed, stands as a sad reflection on the foresight of men who must suffer from the slack methods of the farmer almost as much as the farmer suffers himself. Everyone recognizes that the farmer cannot get a crop of good grain from seed that is half trash, weed seeds and immature kernels. Some enterprising elevator men are so deeply interested in the production of more and better grain in their section that they post notices about their elevator, the postoffice and the bank, offering to clean seed grain for farmers free of charge. The service is one of much benefit to the farmer, and no doubt is fully appreciated by the more ambitious growers.

THE GENERAL use of formal duplicating claim books has so improved the presentation of railroad claims by grain shippers that a greater percentage of claims are paid and more promptly than ever. The books assist the shipper in getting just the facts the claim agent must know to allow the claim.

THE KANSAS grain inspection department is trying to outdo the Standard Oil Company as a revenue producer. It is credited with having turned in over \$80,000 to the state treasury last year. The grain dealers of the state who believe that the grain inspection department should not be run for the purpose of raising revenue owe it to themselves to get after the members of the state legislature and call a halt in this official extortion. In other states, when the receipts of the inspection department exceed the legitimate needs of the department, the fees are reduced until the surplus has been dissipated.

"COMMISSION on wheat supplies has prohibited cabling abroad information respecting wheat and corn," is the wording of a message received Jan. 15 by the State Department from Consul General Skinner at London. Controlling absolutely the purchase and sale and prices of wheat and corn in England, the wheat commission has a free hand in price control, except in the United States. Before this censorship shut down on the transmission of market information to the United States wheat was well above the \$2.50 mark, according to latest cables from Liverpool. With official figures suppressed we may soon expect a flood of rumors that wheat in England is selling at \$3.00 per bushel, stiffening the demands of American growers.

ANTI-DISCRIMINATION laws have been enacted by several of the younger states, in an effort to prevent firms operating at two or more places destroying competition of any person who in good faith intends or attempts to become a dealer in the same commodities. The latest effort along this line is the passage of a bill by the lower house of the Oklahoma legislature, which prohibits corporations operating at two or more stations from buying or selling at any of its stations at a lower price than it sells the same commodities at another station, in excess of the difference in the cost of transportation. The time was not long since when the public delighted in cutthroat competition, regardless of who was hurt. This legislation, while designed primarily to assist the individual storekeeper, is very likely to result in much unnecessary and expensive litigation. It will compel firms desiring to operate a number of stores, each independent of the other, to locate them in different states, or watch closely lest they commit a technical infraction of the law.

SO MANY bills have been introduced into the present Congress, to provide for the establishment of new weather buros, new experiment stations, game refuges and many other varieties of pork barrel legislation, that one wonders where all the money comes from and if any real benefits will eventually accrue to the people.

THE ACREAGE sown to winter wheat is no doubt near the high water mark, and even tho the crop be a large one and the war cease, prices are quite certain to be above the dollar for some time to come, because the warring nations will not give much attention to the production of wheat until 1918, even tho they do stop fighting.

FREIGHT CARS which weigh one to four times the load they transport cannot be considered an economical investment, as the power necessary to their movement and the wear and tear on rails and wheels is unnecessarily increased, without a corresponding extension of the life of the car or a reduction in the average cost of loads transported.

SOME railroads with large earnings, but a dearth of equipment, are cajoling themselves into believing they are giving the shipping public just the punishment it deserves for the rigorous legal regulation of rail carriers. They overlook the fact that the laws were enacted as a direct result of unfair discrimination and a general ignoring of the rights of the public.

EXCHANGING one's right to ship to any firm or any market that makes for higher prices or better conditions, as the opportunity may offer, for a line of credit is a very expensive borrow. Better do a business in keeping with one's own capital and be free of entangling alliances which shrivel the dealer's opportunities and rob him of all interest in the business. If you are determined to give away your business advertise it in our "Elevators for Sale" department.

THE GREAT WASTE of power and rolling stock now being forced upon the railroads of the country by a rule which requires the prompt return of all rolling stock to its owners, is helping to convince freight traffic managers of the need of some pooling arrangement, whereby all freight cars can be used by the possessor. It is generally admitted that the old per diem was unreasonably low, and that it should be increased each week a car is detained off the owner's rails. With a graduated charge, all carriers would then strive to route all foreign cars homeward, but at the same time they would be able to use them for transporting freight on their homeward journey. The present method is getting cars back to their owners more promptly than a year ago, but they are going back empty.

EASY money without security has led many dealers into taking wild chances; chances they would not think of taking if all the capital they are risking was their own. Some small dealers who have little capital of their own, but almost unlimited credit, seem to think they have everything to gain and a very short time to gain it, so they do not hesitate at any risk.

LEAKING BOX cars continue to scatter valuable grain, some of it \$2 wheat, all along the right of way of lines leading into Chicago, and it is natural to presume that similar conditions exist on the lines entering other grain centers. During 1916 the weighing department of the Chicago Board of Trade reported 29,354 cars as leaking: Of the reported leaks, 899 were credited to drawbar, 84 to the kingbolt, 5,248 to ends of cars, 6,645 to sides of cars, 4,964 over the grain door and 4,734 were credited direct to the grain door. It would seem that the continued agitation for the better cooping of cars, before entrusting grain to them for transportation, would result in all shippers exercising greater care. Needless to say, the great majority of grain shippers are now taking every precaution to prevent the loss of their grain from the car, but many of the hasty, careless ones are still paying dearly for the privilege of ignoring the warnings frequently published against neglecting to cooper cars carefully.

THE EDUCATIONAL work of the Council of Grain Exchanges seems to have been particularly effective during the last year, if we are to judge of the results of the number of bills proposing legislation antagonistic to the best commercial interests of the country. Last year 33 regulatory bills were introduced by the wild-eyed Congressmen—this year but one. Evidently the men who were determined to regulate the exchanges have become educated to the real functions of the exchanges and recognize that any interference therewith will prove detrimental to the interests of producers and consumers alike. Nowhere in the world is grain marketed on such a narrow margin of profit as in North America, and nowhere else is the general public kept so completely advised of every change in the market as here. Every exchange requires each sale to be announced to the public, and every influence affecting the market each day is reflected in the columns of thousands of papers thruout the land, so that intelligent readers are beginning to recognize that the grain exchanges are promoters of fair trading, and honest dealing. The exchanges are of just as much real service to producers and consumers as to the members who are required to report trades made during 'Change hours.

Contracting for an Elevator.

Letting the contract for a new elevator is accompanied with so many unusual and very important details, that no one is competent to get bids on the house he wants without the use of well planned tracings and carefully drawn specifications. Even the most perfectly designed house is always altered and changed before completion, and where competent engineers are employed, the changes invariably effect a reduction in the first cost, or else in the operating cost.

Some firms who have spent much money, time and labor in the designing of a modern house well suited to their needs, have let the contract for the building to scatterbrain contractors, who have no engineering ability, or knowledge of the operating needs of the grain handler, and invariably some builders receive the contract at a price much below the actual cost of building the house right. Some contracts have been let to irresponsible builders at prices which the dealers well knew did not cover the actual cost, thinking, of course, that they would be able to hold the builder to his contract, but as builders of this class cannot supply a surety bond, the grain dealer is put to the distressing necessity of finishing the plant at his own expense or hiring the irresponsible to do it for him.

The trade would be blessed with much better elevators if more time and attention were given to the plans and specifications and all bidders required to deposit at least the cost of a surety bond, guaranteeing the faithful performance of the contract. Under the present system of contracting for elevators, able engineers of experience and responsibility are forced to meet the prices of incompetents, who are unable to figure costs or else lose the job. When more attention is given by those about to let contract for a new elevator to the records of the contractors, or to the inspection of plants they have erected, the grain dealers will get the better elevators they are seeking.

GRADING GRAIN in all parts of the country would be a much simpler matter for country shippers if they would encourage farmers to sow nothing but pure varieties, and so far as possible co-operate in securing the general selection by all the farmers of the district of seed of a standard variety, best suited to the soil and climate. In this way the farmers are sure to obtain maximum yields, and local grain dealers will be able to pay them a higher average price, because of the ease with which grain of like kind can be marketed. The movement for the elimination of mongrel varieties is one in which the dealers of nearly every section could easily obtain the enthusiastic support of the intelligent farmers. Dealers who are real desirous of helping their farmers and themselves should inaugurate a vigorous campaign for the adoption of pure varieties.

Taxing Policy Holders for Revenue.

Insurance policy holders in states fostering movements to levy heavier taxes on their companies, owe it to themselves and to outside policy holders to limit those taxes to a sum necessary to the maintenance of an efficient, vigilant insurance department, to the end that it may promote the cause of safe and honest insurance. Whatever taxes are levied upon the insurance companies are simply passed on to the policy holders, and it is not right that the insurance department should be used as a means for raising revenue for any other functions of government than the work of the insurance department.

Most of our states have been forced, in self-defense, to enact what are known as reciprocal taxation laws, for the protection of their home companies, because the politicians of some states have seen fit to levy taxes upon foreign companies greatly in excess of those levied upon home companies. These reciprocal taxation laws have had the effect of checking the unreasonable taxation of foreign companies.

When the taxes or fees collected by the state from the insurance companies are limited to the necessities of the insurance department, the interests of the policy holder will have been safe-guarded, without a material increase in the cost of his insurance. Policy holders owe it to themselves to keep in touch with their representatives in the state legislatures, to the end that the heavy taxation of the policy holder, thru the insurance company, may be checked.

Bulk Handling on the Pacific Coast.

Recent conventions in Washington and Oregon, of persons interested in the marketing of grain, have reflected the rapidly growing sentiment in favor of the establishment of bulk grain handling facilities at all points in the Pacific Northwest. The high price of bags may be credited with causing the grain growers and handlers to have a quicker realization of the wastefulness of their old time method of marketing grain in bags. Many efforts have been made to arouse the sufferers from their lethargy and some bulk handling facilities have been established in years gone by, but until recently the growers seem to have been willing to supply the bags at their own expense.

The grain buyers of the Pacific Northwest, who are the first to provide modern bulk handling facilities suited to the needs of the northwest trade, will no doubt profit largely by the increased business, and farmers who patronize the modern grain elevators will be able to take their bags back home and keep them for hauling next year's crop to market.

Some dealers have complained that the Pacific Coast States produced too many

widely different varieties of wheat to permit their mixture in the same bin. Their contention shows their lack of appreciation of the ease with which different kinds and qualities of grain can be handled thru a modern elevator, just as readily as in a bagged grain house. What is more the country elevator man can clean his own grain before shipment, realizing a profit which will pay a splendid interest on his investment each year, and further, by removing the dirt he will be relieved of the necessity of paying freight to the central market on rubbish.

Grain dealers who are alive to the advantages of the bulk handling system, should make haste and install the most convenient, modern facilities, in order that they may impress their farmer patrons with the benefits of the bulk handling system before the price of bags again declines and the farmers lose interest in the movement.

Uniform Trade Rules.

The agitation for uniform rules governing the trading in grain is but the logical sequence of a long drawn out campaign for uniform rules governing the grading of grain. Now that the grade rule making authority has been usurped by the Federal government, and the entire interstate trade is required to use the Federal grades in most of its dealings, the question of uniform grades is virtually settled for all times, as the inspection departments of the different states and exchanges have no option except to grade grain according to these uniform rules.

Every grain dealer recognizes the theoretical advantages of having all rules governing the cash grain trade uniform, as it would then be much easier and simpler for every grain dealer to arrive at the same interpretation of the same rule, and it would be easier to select the right rule to fit each case, if all the rule-making authorities had the same rules governing trades in cash grain.

In their efforts to facilitate the grain business, it is but natural that the different trade organizations should commend the uniform trade rule theory, notwithstanding it may seem thoroughly impractical to many grain dealers of long experience. It is sincerely to be hoped that the work of harmonizing the rules of the different exchanges and associations will not be turned over to the government, as was the grading rules. The members of the trade are thoroughly competent to harmonize the different interests in a set of uniform rules which shall promote fairness and punish trickery.

The rules of some exchanges are now so contradictory and confusing that few dealers outside of the markets understand what is being attempted and many inside of the market fail to comprehend the true result. Even the complete uniformity cannot soon be attained, the rules of many exchanges can be greatly clarified and improved.

Rules are intended not only to promote trade, but to discourage and penalize un-

fair dealing. With uniform rules all would have a clearer understanding of the exact intent of each rule and be able better to carry out the purpose of the rule. The work of harmonizing the rules of the different regulatory bodies should be continued with persistent determination. Everyone admits that it would be easy to work considerable improvement in the rules, but next to impossible to make them worse.

The Fight Against Natural Shrinkage.

It is indeed gratifying to note the hearty support given the Council of Grain Exchanges in its fight against the obstinate contention of the railroads that all claims for loss of grain in transit should be docked by rule, to allow for so-called "natural shrinkage." The action cited on page 50 of the Journal for Jan. 10 is merely the beginning of the fight. Grain shippers need to keep in mind the contention of the exchanges that the loss, if any, in each shipment, must be established by the actual shrinkage of that shipment, inasmuch as many shipments absorb moisture and take on weight in transit. The railroads will find it utterly impossible to support their contention with convincing evidence. Many decisions have been published in these columns during recent years, wherein the courts have refused to permit the docking of shortage claims for either coal or grain by rule.

It is easy for anyone familiar with grain to perceive that old grain will not shrink as much as new, that new grain grown in a dry year does not contain near so much moisture as grain of the same kind and variety grown in a year of abundant moisture. The condition of the atmosphere at the time of loading grain into the car, the distance it is shipped and the kind of weather and the temperature during the period the grain is retained in the car, has much to do with its evaporation or absorption of moisture.

In shipments where every precaution has been taken to prevent leakage, for the purpose of determining accurately the exact amount of loss thru loading, unloading and evaporation, elevator men have found the percentage to be so small as not to be worth considering. Even tho it were impossible always to take from the car the full amount placed in it, the invisible loss is so small that if no other losses occurred the shippers would not think of mentioning it.

It is unreasonable and unfair for the railroads to insist on docking the entire carload, because the shipment may have been one of those in which 40 or 50 pounds were wasted in the unloading process, or lost thru evaporation. Very few shippers ever think of filing a claim for a loss which does not exceed \$2 and some will not bother with a claim which does not amount to \$5 or more, hence the railroads of the grain belt are treating the interests of their best patrons with atrocious indifference, and that, too, without the faintest hope of profiting greatly from their own narrowness.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Failure to Furnish Cars.

Grain Dealers Journal: We noted in the Journal recently that a coal company had obtained judgment against the Pennsylvania Railroad for \$145,830 for failure to furnish cars. We would like to learn more about this suit.—Leypoldt & Wickstrom, Hershey, Neb.

Ans.: This decision is that of the United States Supreme Court last month in favor of the Sonman Shaft Coal Co., and is published on page 145 of this number of the Journal.

Disposing of Corn Cobs?

Grain Dealers Journal: We noticed the article in last number of the Journal on page 51 about the value of corn cobs ashes for potash. Where could a person find sale for his cob ashes? We have some ashes that are mixed a little with coal cinders. Would that hurt the value of the potash?—E. L. Reed, Louisburg Elevator Co., Louisburg, Kan.

Grain Dealers Journal: We have corn cobs for sale and would like to have the names of some firms that use them for feed and also to make potash.—T. G. Jewett & Sons, Portsmouth, Ohio.

Ans.: Corn cobs are bulky and of such small value it does not pay to ship them any distance, and the outlet is made more limited by the fact that the cobs must be dried before grinding, and not all feed millers are equipped with driers. Burning the cobs concentrates their value in the ash so that it will pay to ship the ashes to soap manufacturers or chemical works. The Heffner Milling Co., Circleville, O., has been in the market for corn cobs.

A small admixture of coal cinders would have no effect on the value of the potash, except to increase the bulk to handle and make shipment more costly.

Will Build; Beware Silo Contractors.

Grain Dealers Journal: We contemplate the erection of a modern elevator this season, and greatly prefer concrete, if the bins can be so constructed as not to increase the difficulty of keeping grain in condition. If any data on this subject has been published, we would like very much to know of it.

We would like to get in communication with some one who can design us a good 12,000 bu. house, and furnish plans, the house to be built by some of our local silo contractors. Any information along this line will be greatly appreciated by Wm. M. Monroe & Son, Bronson, Mich.

Ans.: The experience of elevator operators who have both wood and concrete storage is that grain of all kinds keeps much better in concrete than in wood. Last year we published an illustrated article on 40,000 bus. of oats which were taken out of the wood bins of the Montellus Grain Co.'s house at Piper City, Ill., with a pick axe. These oats were put into storage when they were damp and dirty. Oats which were even in worse condition were placed in concrete bins and came out in fairly good condition. Any grain which an elevator operator expects to keep long in storage should be thoroughly cleaned and blown before being placed in

the bin. Most of the modern storehouses have their bins equipped with thermometers, which show the temperature of grain at different depths on a diagram in the office.

Where to Dispose of Corn Cob Ashes?

Grain Dealers Journal: We have in the neighborhood of 200,000 bushels of corn cobs and are interested in disposing of them to the best advantage. To whom could we sell this potash in Chicago or some other point to the best advantage? Would the Government buy potash or corncob ash?—Droge Elevator Co., Council Bluffs, Ia.

Ans.: The best outlet for potash is a nearby soap manufacturer, fertilizer mixer or chemical works. The ashes could be mixed direct into the fertilizer, but for the soap manufacturer or chemical works the potash must be leached out by soaking in water and evaporating the water, either before or after shipment.

Indiana Law on Sale of Mortgaged Grain?

Grain Dealers Journal: Will the Journal kindly state the law governing the selling of mortgaged grain?—W. E. Hutton, Vincennes, Ind.

Ans.: Sec. 2300, Indiana Statutes; Acts 1907; in force Feb. 25, 1907. That whoever unlawfully sells or disposes of any grain or other farm products upon which there is a chattel mortgage or landlords' lien, without giving notice, in writing, to the purchaser, that such lien exists thereon, or whoever before or after maturity of any crop sells or agrees to deliver to any person, firm, or corporation any grain or other farm products, and receives an advancement from such person, firm, or corporation, in money or other thing of value, on account of such sale, and after maturity of such grain or other farm products sells or delivers such grain or other farm products to any person, firm or corporation other than such purchaser, without first refunding the advancement so received thereon, shall be deemed guilty of a felony, and upon conviction thereof shall be imprisoned in the state's prison no less than one year nor more than three years, or fined in any sum not exceeding \$100, or both.

How Can Cars Be Obtained?

Grain Dealers Journal: Notwithstanding this section only harvested about 70% of an average crop, and not over two-thirds of the grain harvested has been brought to market, our elevators are full to capacity and we are unable to get cars to relieve the congestion. We use duplicating car order books, and find them of considerable advantage, as the railroad agent cannot then come back with the excuse that he did not hear or did not understand our verbal order for cars. This formal method of ordering cars also carries considerable weight whenever a shipper takes up the matter with the State Utilities Commission. If there is anything else a shipper can do which will increase his chance for getting cars, we would like to know what it is, as we are badly in need of some good empty box cars.—Garrison Grain Co., Milton Center, O.

Ans.: The railroad now serving your elevator no doubt obtained its right of way thru the exercise of its right of eminent domain, to take ground as it wished for a right of way, and it has failed to furnish shipping facilities commensurate with the actual needs of your station under the subnormal conditions. What would you do to market your grain after a good crop had been harvested? If you will go into the courts and apply for a revocation of the railroad company's charter, and ask that its right of way revert to the original owners, on the ground that the railroad company had failed to render the service for which the ground was

granted it, we think the railroad officials would get busy and buy a few cars. It would not cost much to try and would serve to emphasize the railroad's inefficiency.

The Increased Minimum Weights?

Grain Dealers Journal: We understand that new and increased minimum weights are to go into effect, and would like to know if the new weights apply to all kinds of grain and when they go into effect.—Radburn & Wilkie.

Ans.: All kinds of grain, kafir, milo and felerita are covered in the new weight basis, going into effect Feb. 1 on domestic and about Feb. 15 on export shipments, in Official Classification territory, which is east of Chicago and north of the Ohio River. The new schedule was published in the Grain Dealers Journal, page 767, Nov. 10.

Flour from One Bushel of Wheat?

Grain Dealers Journal: Will the Journal kindly advise how many pounds of pure flour can be milled from one bushel of wheat?—W. B. Havel, Chicago, Ill.

Ans.: The amount of flour which can be milled from one bushel of wheat varies with different crops, different milling systems and the different grades of flour produced. Every mill makes different grades of flour. The higher grades are supposed to contain only those particles which contribute to the making of a white loaf of bread. The lower grades contain more of the bran. It is generally conceded by millers that 196 lbs. of patent flour can be made from 4½ bus. of wheat of average quality. Thus one bushel will yield 40 to 45 lbs. of flour.

Where to Get Iowa 105 Oats?

Grain Dealers Journal: Where can I buy "Iowa 105" oats, and what are the merits of this strain of seed?—Iowa Grain Shipper.

Ans.: The variety of oats known as the Iowa 105 is apparently adapted to the very rich bottom land soil of Iowa, as well as in the adjoining states. On the upland soil the Iowa 103 will undoubtedly give better results.

We have now been distributing these oats to farmers during the past three years. The Iowa 103 out-yielded all other varieties with which it was compared an average of 5 bushels per acre. The Iowa 105 out-yielded the varieties with which it was compared with about 4 bushels per acre. The 105 has a stiffer straw than the 103 and the grain of the Iowa 103 has a white color while the grain of the 105 is yellow. Both are pure line selections from the Kherson variety. They are both early maturing like the Kherson Oat.

The farm crops department of the Iowa State College has a list of 109 farmers who have 105 and 103 oats for sale in quantities from 30 to 20,000 bus. at 65 cents to \$1.35 per bu., for reclaimed seed, sacks included.—H. D. Hughes, professor, Farm Crops Department Iowa State College, Ames, Ia.

Customary Charges for Grain Storage in Country Elevators?

Grain Dealers Journal: What is the customary charge for storing grain in a country elevator?—J. H. Sheehan, Clermont, Ia.

Ans.: Charges for grain storage in country elevators vary from no charge to 1c a bushel. One elevator operator advises, "As a rule do not charge for storage of oats; it always makes money for us." Another says, "Never have made practice of free storage. When we receive grain for storage (which is seldom), the storage charge of 1c per bu. per month or fraction thereof begins day following finish of delivery. If free storage were granted, most elevators would be full of stored wheat, and the elevator man would be compelled to put the wheat on the market

or his elevator would be so full he could not handle the grain."

Other charges which have been reported are, $\frac{1}{4}$ c per bu. per month or fraction thereof; 30 days free and $\frac{1}{2}$ c per month thereafter; $\frac{1}{4}$ c per bu. and the farmer to keep up the insurance; 30 days free, 1c per month thereafter; 30 days free, $\frac{1}{2}$ c per bu. thereafter, and the grain to be sold inside of 12 months.

The majority of elevator operators agree, however, that it is bad practice to store grain for the farmer, and in most cases this practice has been abolished. The objections are that the elevator becomes full of somebody else's grain with no room for that of the elevator owner. Shrinkage loss also is hard to reckon with.

Compelling Railroad to Witness Weighing?

Grain Dealers Journal: Referring to section 21 of the new bill of lading law, kindly advise when this law became effective. We are endeavoring to force the railroad company to be present when cars are weighed and loaded, but they refuse to take any notice of our requests and refuse to give us a clean B/L.—Mayo Milling Co., Richmond, Va.

Ans.: This law went into effect Jan. 1, 1917.

Refusal or neglect of the railroad company to have a representative present to oversee the weighing does not affect the binding force of the shipper's weight certificate, as the law expressly provides that the shipper's figures shall be accepted in this contingency.

It is too soon after the enactment of the bill into law for any court decision upon this point to have been rendered.

Some of the railroad companies are disposed to find a flaw in the law in requirement of "adequate weighing facilities", but the law does not constitute the carriers the judge of what is an adequate facility. The law does not state that the scales must be satisfactory to the carriers.

The correct course for the shipper to pursue is that adopted by the Garrison Grain Co., of Milton Center, O., reported on page 48 of the Journal for Jan. 10, notifying the railroad company and having a regular form with carbon copy for record. This puts the shipper in position to take advantage of whatever protection the new law affords him.

Recovery on Board Membership?

Grain Dealers Journal: We made some trades for future delivery of grain thru a member of the Chicago Board of Trade residing in our town and acting as correspondent of a Chicago house we understood. The trade resulted in a balance to our credit of several thousand dollars, but when we demanded payment the broker left town and his office was closed.

He was afterwards expelled from membership in the Board of Trade. He has again appeared and states that he is engaging in another business in another state, but has no money to pay us. Can we recover by bringing suit against the Board of Trade for the value of his membership?—Thomson & Co.

Ans.: Whether or not a membership in a trade organization can be attached for debt depends upon the charter and rules of the ass'n. When a membership is a property right and transferable without consent of the directors it may be attached, as when a corporation holds membership; but when the right of the member is only a privilege to come on the floor and transact business thereon and may be canceled for violation of rules it can not be attached for debt. Its value then may be confiscated by the directors and the proceeds divided as the directors may direct, on claims of other members instead of non-members.

In a tax case the Supreme Court of Illinois has held that a membership in the Chicago Board of Trade is a privilege and not property and hence can not be taxed.

This claim should be presented to the

officers of the Board who are in a position to determine whether the customer has recourse against the Chicago firm which executed the order sent in by the absconding broker.

Books on Grain Exchanges.

Grain Dealers Journal: Will the Journal kindly advise where I can get a few good publications describing grain and produce exchanges, giving full information regarding their organization, rules, functions, and modes of operations, etc., including the subject of grain futures and all other branches of this particular line of business such as would enable one to make a careful study of the subject.—E. L. Thompson, Wilder Tanning Co., Waukegan, Ill.

Ans.: Each exchange publishes a book of its rules for the guidance of members and those doing business with members. General works on this subject are "The Functions of the Legitimate Exchanges," 300 pages, by the Hartzell-Lord Co., Chicago; and "The Law of Commercial Exchanges," 381 pages, by C. A. Legg, Chicago.

Montana Elevators Increasing in Number.

There were 152 more elevators in Montana in 1916 than in 1915, according to figures compiled by Chief Grain Inspector John F. Templeton, altho the 1916 crops fell short of the crops of the previous year.

According to his report to the governor of the state, Montana had 602 elevators, 59 flour mills, and 41 flat houses, or buildings which are not provided with machinery for the rapid handling of grain; compared with 450 elevators and 45 flour mills in 1915. Flat houses decreased in number, due to their use only temporarily pending the erection of elevators.

Licenses were issued to 510 "public warehouses," buildings in which a grain storage business is conducted, and to 190 "warehouses," which have no storage privileges. Three hundred thirty-nine houses are operated by 33 line companies, 138 by 123 farmers companies, 223 by 154 independent companies, making 310 different concerns operating elevators and flour mills in the state. These buildings are at 300 different railroad stations, with eleven not on any railroad. One hundred fifty of them are on the Great Northern.

The total grain storage capacity of the state is 19,165,000 bushels.

A STRIKE caused the closing of the plant of the Quaker Oats Co. at Cedar Rapids, Ia. Seven hundred employees walked out, causing the company to lay off the remaining four hundred.

LEGISLATION SECURED by cowardly Congressmen in the form of riders to appropriation bills must always be suspected of unworthiness. Bills which cannot be passed on their own merits deserve defeat.

JAPAN EXPORTED 100,000 SACKS of wheat flour to London in the first ten days of November, with 500,000 more reported to have been contracted for at that time, and British agents buying actively. Wheat is moving from Japan to the United States Pacific coast, and from the Pacific across the states to the Atlantic seaboard, and from the seaboard to England. This unusual course of trade is due to the favorable position of the North Atlantic seaboard as a source of supply for the English allies, time, distance and submarines discouraging the employment of other routes to England.

Program Missouri Grain Dealers Ass'n.

The Missouri Grain Dealers Ass'n will meet at St. Joseph, Mo., Jan. 30-31, with headquarters at the Robidoux Hotel, and the following program has been arranged:

TUESDAY, JAN. 30, 10:30 A. M.

Address of Welcome Elliot W. Marshall, mayor.

Welcome in behalf of St. Joseph exchange, F. R. Warrick, pres.

Response, J. O. Ballard, pres. St. Louis Merchants Exchange.

Report of Sec'y J. A. Gunnell, St. Joseph. Address, Pres. J. L. Frederick, St. Joseph

TUESDAY, 1:30 P. M.

Address by Gov. Frederick D. Gardner.

"What Can be Done to Make Trade Rules of Terminal Markets More Uniform?" V. E. Butler, Indianapolis, Ind.

"What is Being Done to Secure More Uniform Trade Rules in Terminal Markets?" C. D. Sturtevant, Omaha, Nebr.

"The Value of Organization Work," W. S. Washer, Atchison, Kan.

WEDNESDAY, JAN. 31, 10:30 A. M.

"Relation of the Railroads to the Grain Trade," A. D. Aikens, G. F. A., C. R. I. & P. R. R., St. Louis, Mo.

"Better Seeding and Better Grain," Jewell Mayes, sec'y state Board of Agr., Columbia, Mo.

Auditing com'te report, A. C. Harter, Sedalla.

Weights com'te, Cecil Wayland, Carrollton.

Transportation com'te, C. A. Morton, St. Louis.

Legislative com'te, J. J. Culp, Warrensburg.

Arbitration com'te, J. D. Mead, Ft. Scott, Kan.

"What the Grain Dealers National Ass'n is doing For the Benefit of the Trade," Chas. Quinn, sec'y, Toledo, O.

General Business.

WEDNESDAY AFTERNOON SESSION.

"United States Grain Grade Act and its Application," Chas. J. Brand, chief of office of markets and rural organization, Washington, D. C.

"State Inspection Department of Missouri," James T. Bradshaw, State Warehouse Commissioner.

SPECIAL COM'ITE REPORTS.

Election of Officers.

Adjournment.

Visiting delegates will be guests of St. Joseph exchange at a banquet and entertainment at Hotel Robidoux, in the evening of Jan. 30.

LADIES will have a reception at the Hotel Robidoux, Jan. 30 after which comes a luncheon, matinee, dinner, and theater party. On Jan. 31, will follow auto trip to Y. W. C. A. and other interesting points, and luncheon.

APPROPRIATIONS FOR THE DEPARTMENT of Agriculture for the fiscal year ending June 30, 1918, have been finished by the House of Representatives, and the bill is now before the Senate com'te on Agriculture and Forestry. The bill carries total appropriations of \$25,714,695. The sec'y. of Agri. is allowed \$519,140 for office rental and the employment of help to carry into effect the grain standards act, with a special appropriation of \$106,590 for investigating the handling, grading, and transportation of grain, including grain sorghums, for the purpose of fixing grades. The Bureau of Markets is allowed \$1,719,575, with \$59,620 for the administration of the U. S. warehouse act. The Bureau of Crop Estimates appropriations total \$333,790, and the Bureau of Soils, \$291,515. \$1,212,119 are appropriated for the Bureau of Chemistry. For the investigation and improvement of cereals, methods of production, and study of diseases, \$176,505 is appropriated for the Bureau of Plant Industry, with \$40,000 for the study of corn improvement and production, and \$20,000 for study of black rust and stripe rust in wheat, oats, and barley.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Send Drafts Direct or Pay Demurrage.

Grain Dealers Journal: Hay shippers should impress on banks where they deposit their drafts with bills of lading attached, the importance of sending their drafts direct to large points like Atlanta, and not send them with the shipment billed to order with bill of lading attached taking a tour all over the United States. Under the old demurrage rules where the demurrage was \$1.00 per day continuously a few days demurrage did not hurt a hay shipper, but now after the free time demurrage is \$1.00 for the first day, \$2.00 for the second, \$3.00 for the third, and then \$5.00 per car per day for the fourth day and each day thereafter.

We cite the following specific instance, which is one of many. A shipper at Fort Wayne, Ind., a few weeks ago deposited with the Commercial Bank of Fort Wayne a draft drawn on an Atlanta buyer for a car of hay with the bill of lading attached, reading to the shippers order, notify the buyer at Atlanta, and of course the buyer could not get possession of the hay till he paid the shippers draft and got possession of the bill of lading to surrender to the railroad company. This car of hay came through in almost express time, while the draft did not reach Atlanta till the 10th day from the day it was drawn, and in the meantime a lot of demurrage had accumulated on the car of hay. We find on looking at the back of the draft that the Commercial Bank at Fort Wayne turned this draft over to another bank at Fort Wayne, namely, the Hamilton National Bank; this bank sent the draft to the Fletcher American National Bank at Indianapolis, who in turn sent it to the Merchants Mechanics First National Bank at Baltimore, who sent the draft to the Atlanta National Bank at Atlanta, and as said above the draft was just ten days coming to Atlanta, which was not very slow time considering the banks through which it passed.

We think it would be a good idea to advise hay shippers to see that the banks where they deposit their drafts send them direct to large centers like Atlanta, where there are several large and responsible banks. It is our experience that banks are prone to send papers to correspondents entirely out of the direct line of collection.

Some years ago when located at Chicago the writer sold five cars of corn to a miller at Petersburg, Va., for demand drafts. Ten days elapsed and we did not receive credit for the draft by the Chicago bank. We wrote the Petersburg miller, who wrote back insisting that they paid the draft on presentation. Investigation showed that the bank at Chicago had sent our draft to Baltimore, the Baltimore bank sent it to a bank at Richmond, who in turn sent the draft to a bank at Petersburg, and it took about 6 days for the draft to get to Petersburg and 6 days for the remittance to get back to Chicago.—Yours very truly, Joseph Gregg & Co. Son, Atlanta, Ga.

The Railroad Congestion.

Grain Dealers Journal: The large shipping interests of this country in their general attitude towards the railroads have been "pennywise and pound foolish."

This question, which is one of the most serious at the present time before the business interests of this country should be brought before the National Board of Trade, and the question thrashed out as to the advisability of getting legislation that would relieve the situation in which the various railroads now find themselves.

No question but what the present congestion has been brot about, not only by lack of equipment, but also want of proper terminal facilities at the various large centers. With the present attitude of our Federal Government towards the railroads it is preposterous for us to think that we can get capitalists to furnish funds for railroad requirements, especially with the present large percentage of the total mileage in the hands of receivers.

It seems that other large systems will ultimately find themselves in the same boat as some of our small roads, unless they are more adequately recompensed for their services. They have been bulldozed and badger-beaten by practically every State they have traversed, and it does seem about time that the shippers of the country (who are most vitally interested in getting efficient and prompt service) move themselves, so that the roads may get at least fair play.

How some of our so-called eminent legislators can imagine that such an important part of our commercial body can be on the ragged edge of disaster, and have the remaining portion in a prosperous and flourishing condition, is beyond my comprehension. We need Federal legislation of a comprehensive character to reach a solution that will be fair and equitable to both the railroads and the public.—Yours truly, Courteen Seed Company, S. G. Courteen, Pres., Milwaukee, Wis.

Letting the Contract.

Grain Dealers Journal: Anyone familiar with the conditions surrounding the letting of the contract at Tabor will know that the same "old stuff" was "pulled" on that job. No certified check was requested, altho the grain dealers were urged to insist upon having one. A certified check for \$300.00 was deposited with our bid. The bid made by one concern was \$1,200.00 low. This gave it an opportunity to learn the bids of others. Then its representative came back with an offer a little under the next lowest. Most people cannot understand why grain dealers will permit this unfair practice. This method used to be practiced to a considerable extent in other sections by barn builders who could not figure a job or estimate its cost. On several jobs we have refused to bid unless these less-than-cost bids were accepted, or their makers proposition rejected. It is the only way to prevent barn builders coming back with a revised bid after learning the prices submitted by others. Their cheap trick shud be placed squarely before the grain dealers. Any one who will stoop to such methods to get business is not likely to build the house as wanted.

It has been the practice of some contractors' roadmen, or foreman to make a price on the erection of an elevator, and try to "put across" what they consider a clever trick. They will make a price at about cost, and if the contract is awarded

to them they will advise the dealer they have made a mistake, then try to prevail upon him to pay them within \$100 or \$200 of the price made by a responsible contractor. As the irresponsible bidder did not give a bond and could not put up a certified check the grain dealer can not hold him to the low bid.

If they succeed in getting their price raised, they cannot secure a surety bond, but occasionally they can get some banker or individual owning property to go on their surety. This surety is of no value whatever, as the contractor will swear an oath that there has been a change made in plans, specifications or contract, and this will entirely release the individual bondsman.

Grain dealers for their own protection should require bidders to deposit a certified check for at least \$300 and insist upon having a surety bond guaranteeing the faithful performance of the contract.—J. F. Younglove, Sioux City, Ia.

Wheat and Oats Grades Suggestions.

Editor Grain Dealers Journal: Following is my answer to Dr. Duvel questions on the wheat and oats grades.

The answers to some of these questions, especially the moisture test on oats, are, I think, based on more actual tests than have ever been made before, and should be of interest to the trade.

I differ from Mr. Merrill and others on the dockage system on winter wheat and also differ from them on the question of smut in wheat, as I think it would be doing an injustice to grade all wheat down, especially wheat containing a very small amount of smut. Of course the answers I give are from my own experience, but it has covered a good many crops, and I find that I learn something new on every crop.

I. Should the wheat and oats grades have a limitation as to moisture content? If so, what should the limits be, or should the grade be fixed according to quality and the moisture content specified in each instance?

In answer to the first question. Yes, both wheat and oats should have a limitation as to moisture content.

The maximum moisture content for wheat should be 10½% for No. 1, 12 for No. 2, 13½ for No. 3, and 15 for No. 4.

The maximum moisture content on oats should be 11% for No. 1, 12 for No. 2, 12½ for Standard, 13½ for No. 3, and 15 for No. 4.

The moisture content on wheat and oats will be a more difficult problem for the Inspector than the moisture content on corn. The Inspector has been able to tell approximately within one-half of one per cent the moisture content in corn, the moisture content on other grains not having had the same attention will be more difficult with the exception of the extreme in moisture or dryness. I don't think the moisture content should be the determining factor in the grading of oats.

The average for ten years, I believe as stated by Dr. Duvel at Kansas City in 1913, was about 12 per cent; this if I remember correctly was from 1903 to 1912 inclusive.

The crops of 1913 and 1914 did not make any material change in the average, but the crop of 1915 upset all previous records, and from tests made by me on this crop from Aug. 1st, 1915, to July 31st, 1916, the average moisture content was 14.71% per cent, the oats tested were from Illinois principally, with some from Iowa and Nebraska; at least two-thirds

being from Illinois. The maximum test was 24 per cent and the minimum 12 per cent.

Practically none of these oats were hot or out of condition and I believe we had less mow-burnt and bin-burnt oats than we have ever had on any crop in my experience.

We graded oats with 15½ per cent of moisture No. 3 and have had complaints from shippers because we called oats with 16 per cent and over damp, they contending the oats were dry.

II. Should there be a set of standards for sulphured oats? Yes. Sulphured oats should be graded according to quality and a limit to the moisture content not to exceed 16 per cent.

III. Should all classes of wheat be graded on a dockage basis as is now the practice in the hard spring wheat belt, that is, the percentage of dockage (screenings) expressed in pounds per bushel, with a corresponding deduction from the total weight, the grade being determined on the clean wheat?

Should the same conditions apply to oats and in fact all grains?

To the first question. No. Conditions are not the same with winter wheat as with the Northern Spring Wheat; the wild oats and small seeds are seldom seen in Winter Wheat.

To apply the dockage system to oats and other grains would be unnecessary on all inspections; it could be left to the judgment of the inspector. The inspection of grain is or should be left to the judgment of the inspector. If he has to delay grading all grain for tests you will detract from his efficiency in accomplishing the object sought in most markets to secure the maximum amount of grades in a minimum of time.

IV. What disposition should be made of wheat and oats containing wild oats? The dockage system takes care of the wild oats in the northern spring wheat markets, and there is very little of it in winter wheat.

The mixture of wild oats with cultivated should be graded down if there is an appreciable mixture.

V. Should velvet chaff, bluestem, fife and marquis all come within the same classification? No.

VI. Should hard winter wheat of the Turkey type grown in Illinois be classified the same as Turkey wheat grown in Kansas or should a new class be provided for this type of winter wheat? No, there are enough grades at present.

VII. How many grades of wheat should be in each class? I would recommend the present rules of the Grain Dealers National Ass'n, as four grades are sufficient.

VIII. Should weight per bushel be a factor in the grading of both wheat and oats? If so, what should be the standards for the different grades? Yes. The present standards as set forth in the rules of the Grain Dealers National Ass'n.

IX. Should smutty wheat be graded according to its quality and marked smutty, or should it be graded down? It should be graded according to quality and marked smutty.

X. Should a separate classification be maintained for wheat containing garlic or should garlicky wheat be graded down? Wheat with garlic mixed should be graded down.

XI. How much frosted wheat should be allowed in the grades? Frosted wheat being badly damaged should be classed as such and the wheat graded accordingly. —Yours truly, W. S. Powell, Chief Inspector, Cairo, Ill.

Predicts Doors in Roofs of Grain Cars.

Grain Dealers Journal: The man who says that farmers will load their own grain if the railroads put doors in the roofs of cars is badly mistaken. The Union Pacific and many eastern roads now have doors in a temporary roof, and not one of the farmers are loading their own grain.

Every one who has loaded a car thru roof doors will say that it is the right and proper way to load grain. The day is coming when you will see doors in the roof of every grain car. Passenger cars are built with dozens of little doors or ventilators in the top, and not one of them leak. Box cars can also be equipped with a small door in the roof without leaking a drop.

I am going to talk roof doors in grain cars as long as I am able to stand up, because I want to save the shippers of this land thousands of dollars on the loading expense and I want to save thousands of men from shoveling grain in dirty, dusty cars and eating poison. —Percy Reed, Ada, Kan.

Track Storage Charges Denied.

The Interstate Commerce Commission on Jan. 19 ruled in favor of the Baltimore Chamber of Commerce, which has strenuously opposed the proposal of the railroads to charge storage on grain held on track at eastern seaboard markets, or for more than 60 or 120 days in the export elevators owned by the carriers.

The railroad companies proposed to double the charge after 60 days and quadruple it after 120 days. The Commission held:

We are of the opinion that the carriers should study the situation in all its aspects and that they can and should devise methods to correct the misuse of their equipment and facilities which would have the full sanction of the Commission.

It has not been shown that the proposed charges will accomplish the end they seek, nor will they be free from unjust discrimination. The possibility of abuse leads to abuse and the present chaotic conditions at the carriers' terminals of their tracks and facilities make it imperative that corrective measures should be carefully studied and analyzed and established and enforced rigidly to the end that the equal treatment of all which the law requires should not be easily capable of being frittered away in the hands of those who take advantage of the least loophole to escape the obligations which should rest upon all. While abnormal conditions require drastic remedies, the cure must be one which is lawfully permissible.

THE ONE ELEVATOR at Newport News, Va., exported 52,444,101 bushels of grain last year. It was divided as follows: Oats, 49,352,450; wheat, 2,614,699; corn, 406,044; barley, 70,908. May was in the lead in monthly exports. In December 1,405 cars of grain, all oats, were inspected, with 2,825,126 bushels of it exported.

THIRTY-THREE THOUSAND fewer horses are in this country this year than last. Other statistics given out by the U. S. Dep't of Agri. show increases of 40,000 mules; 660,000 milk cows; 1,037,000 other cattle; and decreases of 142,000 sheep, and 313,000 swine. Reports show there are 21,126,000 horses on farms and ranges of the U. S.

Corn Should Be Bot by Grade.

[From an address by Dr. J. W. T. Duvel, Crop Technologist, Dept. of Agri.]

The practice still prevails in some markets of sending out market bids for corn, specifying a fixed price for "No. 3 or better." Boiled down to simple language this means that a shipper, be he farmer or country grain dealer, will receive a No. 3 price if the grade is No. 2, 3, or 1, but if a lower grade he will be discounted. There is no honest or legitimate reason why a carload of No. 2 corn under such conditions should not command a premium, just the same as a car of No. 4 corn is discounted. This is one of the conditions that must be re-adjusted if farmers are to have any encouragement to grow and market grain of better quality. It is believed that this condition will eventually be remedied under efficient enforcement of the United States Grain Standards Act.

What we need is more co-operation between the farmer who produces the grain, the dealer who handles it, and the manufacturer or feeder who consumes it. By this, I mean co-operation in the fullest sense. Co-operation that will make for the production and marketing of grain of better quality. Co-operation that will enable the dealer to handle the grain at a minimum expense and still allow him a legitimate profit for the service he renders. Co-operation that will make it not only possible but compulsory for your local dealer to pay the man who produces a good quality of grain and markets it in a dry and clean condition the price to which he is entitled. Co-operation that will blot out for all time the pernicious practice of paying the same price for all grain delivered at the country elevators or warehouses regardless of its quality, condition, or grade.

What happens under such conditions? It is this. At the present price the producer who sells damp, dirty, and inferior corn receives about 5c per bushel more than his corn is worth, while his neighbor who grows a little better variety of corn, harvests and stores it under better conditions, and markets it in a dry, clean, and sound condition receives about 5c per bushel less than it is worth. It is not uncommon to find corn with 15 or 16 per cent of moisture being delivered at a country station at the same price as corn containing 23 to 25 per cent of moisture. What we need is a schedule something as follows:

JOHN DOE'S ELEVATOR.

Jan. 11, 1916.

Prices for corn today—Government standards.

No. 1, \$1.00 per bu.	No. 4, \$0.92 per bu.
No. 2, 0.97½ per bu.	No. 5, 0.89 per bu.
No. 3, 0.95 per bu.	No. 6, 0.85 per bu.

Do not understand that I give this schedule of prices as one that should be followed, or as one that correctly represents the difference in market value between the six numerical grades, altho the difference in intrinsic value is approximately correct as at the present prices each additional one per cent of water lowers the intrinsic value by nearly 1½c per bushel. On the other hand, I use this illustration merely to show that whenever buyers at country stations post prices by grades, and buy accordingly, then and not until then will there be any incentive for the farmer to grow and market grain in a clean and sound condition. This is the keynote to the production not so much of more grain, but of more grain of better quality.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

CANADA.

Regina, Sask., Jan. 8.—The official report issued by the provincial Agri. Dep't shows Saskatchewan's total crop yield for 1916 to be 288,828,213 bus., compared with 319,738,135 bus. in 1915. Yield per acre of wheat on all lands is estimated at 14.2 bus. and of oats 39.1 bus. The statement shows that the acreage under grain crops has greatly been underestimated by both federal and provincial departments and shows the increase is much greater than anticipated.

IDAHO.

Ririe, Ida., Jan. 13.—Only forty per cent crop this season.—Jos. E. D. Tomlinson, mgr. Intermountain Farmers Equity, Inc.

ILLINOIS.

New Douglas, Ill., Jan. 17.—Wheat looks very well and now has ample snow covering.—Frangé Milling Co.

INDIANA.

Germany sta. (Rochester p. o.), Ind., Jan. 19.—Corn quality poor; only 1/3 crop.—B. E. Noftger.

IOWA.

Scranton, Ia., Jan. 13.—Corn quality good.—Guy French, mgr. Farmers Elvtr. Co.

KANSAS.

Shady sta. (Larned p. o.), Kan., Jan. 13.—Growing wheat holding on very well considering the drouth.—Lee Bullard, agt. South West Grain Co.

Ellsworth, Kan., Jan. 18.—Prospects for the growing wheat crop in this locality are not very bright. The crop did not get a good start last fall and the ground is practically bare at this writing. With ideal conditions in the spring it is possible to raise a crop, but the weather must be about right to mature the present crop.—H. Works, Ellsworth Mill & Elvtr. Co.

MICHIGAN.

Lansing, Mich., Jan. 9.—Correspondents state wheat has not suffered injury during December from any cause and that the ground was well covered with snow during that month.—Coleman C. Vaughan, sec'y of state.

NEBRASKA.

Ulysses, Neb., Jan. 15.—Wheat looks very poor.—Mr. Smith, of Ulysses Grain Co.

OKLAHOMA.

Forgan, Okla., Jan. 10.—Prospects for 1917 crop of wheat are not very good because it has been dry with cold west winds.—W. A. McMahan, mgr. Drennan Grain Co.

TEXAS.

Sherman, Tex., Jan. 17.—The general acreage of oats, wheat and other small grains will not be materially changed from the general average, altho some estimates place wheat increased acreage at 10%. Corn will probably be cut down to make room for cotton.—A. M. Ferguson, Ferguson Seed Farms.

THE CALIFORNIA RICE CROP for 1916 is estimated at 5,555,555 bushels, against 2,021,052 bushels in 1915, and 3,000 bushels in 1910.

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FOR AN EFFECTIVE SCHEME to exterminate grasshoppers, or locusts, in Argentina the Minister of Agriculture has asked the congress of that country to offer a prize of \$200,000. d'Herelle, a French expert, spent three years in an attempt to wipe out the pests, starting in 1911, but did not accomplish very much. He charged interference of the agriculture defense department of the ministry, which, he said, wanted as many grasshoppers as possible to make jobs in the department.

THE ARGENTINE wheat crop, according to the International Institute of Agriculture, Rome, is estimated at 70,000,000 bus., one-half that of last year. Australia's wheat crop is estimated at 135,000,000 bus., which is 4 per cent better than the yearly average. For the world's eighteen most important countries, including the United States, Canada, British India, Japan and all Europe, the estimated total wheat crop is placed by the institute at 2,500,000,000 bushels, which is 25 per cent less than last year.

GOOD REPUTATION is the greatest asset any firm or association can have. It is not measured by dollars, but by deeds. Like interest and caskets it works while you sleep. Every business man to attain permanent success must treat his patrons as friends, not as suckers. He must always be fair, honest and accommodating. Consult Dun or Bradstreet and you will find ninety per cent of the men in the grain business are of moderate financial standing, but they are millionaires in commercial honor. Their word is their bond. They seek the good will of their customers. A few are near-sighted and tricky. Some are lawyer-like and look for technicalities if they make unprofitable contracts. Boards of Trade are exceptionally free from the undesirable kind, but when one is found and proven guilty he should be branded. Treat all shysters alike. Publicity will make them harmless.—C. A. King & Co.

James F. Cargill Dead.

James F. Cargill, pioneer grain man, charter member of the Minneapolis Chamber of Commerce, and founder of the Cargill Elevator Co., died Jan. 10 at Pasadena, Cal., where he had gone to spend the winter.

Born on Long Island in 1852, Mr. Cargill moved to Janesville, Wis., when but three years of age. When 19 he entered the employ of his brother, W. W. Cargill, at LaCrosse, later moving to Wahpeton, N. D., where he was in business for himself for about a year. He then acted as grain buyer along the Breckenridge division of the Great Northern Railroad for the Minneapolis Millers Ass'n.

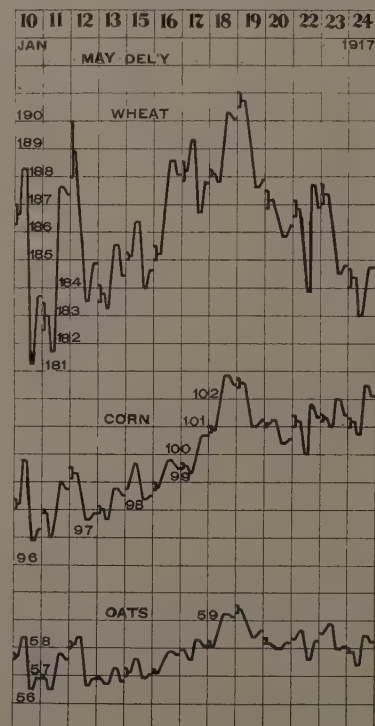
At the age of 25 he moved to Minneapolis, and was active and prominent in the grain business until his death. He first entered the grain firm of Cargill Brothers with William W. and Samuel D. Cargill. Later James F. organized the Cargill Elevator Co., of which he was head and a director. This company operated numerous elevators and handled large amounts of grain.

James was the last survivor of the four brothers, and leaves his wife and married daughter. His brother-in-law, E. S. Mooers, is treasurer of the Cargill Elevator Co., and a sister lives at Janesville, Wis.

Mr. Cargill had not been in the best of health for several years, and was in California trying to recuperate at the time of his death. His body was interred at Minneapolis.

Chicago Futures

Opening, high, low and closing quotations on wheat, corn and oats for the May delivery at Chicago for the past two weeks are given on the chart herewith.



Daily Closing Prices.

The closing prices for wheat and corn for May delivery at the following markets for the past two weeks have been as follows:

MAY WHEAT.

	Jan. 10.	Jan. 11.	Jan. 12.	Jan. 13.	Jan. 15.	Jan. 16.	Jan. 17.	Jan. 18.	Jan. 19.	Jan. 20.	Jan. 22.	Jan. 23.	Jan. 24.
Chicago	187½	187½	184¾	184¾	184½	188	187¾	190	187¾	186¾	186¾	184¾	184½
Minneapolis	186	191	188¾	188¾	188¾	191	190¾	192¾	190	188¾	189¾	186¾	186½
Duluth	187¾	190½	188¾	187¾	188¾	190	190¾	192¾	189¾	188¾	189¾	186¾	186½
Omaha	182	184¾	182¾	182¾	182¾	185½	184¾	187	185½	183¾	184¾	182½	182
St. Louis	182¾	187½	184¾	184¾	184¾	187¾	187¾	189¾	187½	186¾	186¾	185	184¾
Kansas City	180¾	183¾	181½	181½	181½	184½	183¾	185¾	183¾	182½	182¾	180¾	180¾
Milwaukee	183½	187½	185	184¾	184¾	188½	187¾	190	188	186¾	187	184¾	184¾
Toledo	195½	199	196¾	196¾	196¾	199¾	198¾	200¾	198¾	196¾	197½	195½	195½
Baltimore	202¾	206¾	204	203¾	202¾	207	206¾	208¾	206¾	205	205¾	203½	203¾
Winnipeg	186½	190	186¾	187¾	187¾	189½	188¾	190	187¾	186¾	186¾	183¾	184¾
Chicago	97¾	98¾	97¾	98¾	98¾	99½	100½	102¾	101½	100½	101½	101½	102½

MAY CORN.

	Jan. 10.	Jan. 11.	Jan. 12.	Jan. 13.	Jan. 15.	Jan. 16.	Jan. 17.	Jan. 18.	Jan. 19.	Jan. 20.	Jan. 22.	Jan. 23.	Jan. 24.
Kansas City	94¾	95¾	95¾	95¾	95¾	96¾	97¾	99¾	98¾	97¾	98¾	98¾	99
St. Louis	97¾	99¾	98¾	98¾	98¾	99¾	100¾	102¾	101¾	100¾	101¾	101¾	102½
Omaha	93¾	94¾	94¾	94¾	94¾	95¾	96¾	98¾	97¾	96¾	97¾	97¾	98½

*Cash No. 2 Red Western.

Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

ILLINOIS.

New Douglas, Ill., Jan. 17.—Corn moving freely when roads permit hauling.—Prange Milling Co.

Peoria, Ill., Jan. 1.—Receipts of grain at this market for Dec., 1916, were: Wheat 114,200 bus., corn 3,960,450 bus., oats 980,450 bus., rye 43,200 bus., barley 408,450 bus., mixed feeds 9,340 tons, seeds 360,000 lbs., hay 4,150 tons; compared with wheat 332,800 bus., corn 3,314,650 bus., oats 770,500 bus., rye 60,000 bus., barley 301,000 bus., mixed feed 5,200 tons, seeds 30,000 lbs., and hay 3,132 tons in 1915. Shipments amounted to: Wheat 85,900 bus., corn 390,462 bus., oats 649,750 bus., rye 46,800 bus., barley 105,700 bus., mixed feeds 16,014 tons, seeds 180,000 lbs., and hay 1,643 tons; compared with wheat 459,300 bus., corn 1,296,830 bus., oats 1,023,000 bus., rye 52,800 bus., barley 105,800 bus., mixed feeds 18,361 tons, seeds none, and hay 462 tons in 1915.—John R. Lofgren, sec'y Board of Trade.

INDIANA.

Germany sta. (Rochester p. o.), Ind., Jan. 19.—Not much grain moving; about 25% wheat and oats in farmers hands; farmers holding for higher prices.—B. E. Nofstger.

IOWA.

Ft. Atkinson, Ia., Jan. 12.—Grain movement good this season.—Peter G. Smith, mgr. Farmers Produce Co.

Cedar Rapids, Ia., Jan. 11.—Weather favorable for grain movement lately; prices satisfactory to farmers so large quantities of grain are expected within the next 30 days.—E. J. Wood.

Scranton, Ia., Jan. 13.—Lots of corn and oats in farmers hands still; have received 4 cars last week and one car this week; some December contracts not yet filled on account of inability to get cars.—Guy French, mgr. Farmers Elev. Co.

Adair, Ia., Jan. 21.—Corn and oats are about two-thirds. Elevtr. is full, and has been shut down about one-half of time in last 2 weeks on account of the car shortage.—E. M. Kuhl, agt. Albers-Pollock Commission Co.

KANSAS.

Shady sta. (Larned p. o.), Kan., Jan. 13.—Some wheat still in farmers hands but they have the \$2 a bu. idea; cars are loosening up considerable.—Leo. Bullard, agt. South West Grain Co.

MICHIGAN.

Lansing, Mich., Jan. 9.—Total number of bus. of wheat marketed in December at 65 flouring mills, 82 elevtrs. and to grain dealers was 175,252 bus. The estimated total number of bus. of wheat marketed during the 5 months August-December was 4,750,000. Forty-six mills, elevtrs. and grain dealers report no wheat marketed in December.—Coleman C. Vaughan, sec'y of state.

MINNESOTA.

Adams, Minn., Jan. 11.—No more grain to come forward in this section; some corn being shipped in.—J. P. Schissel.

MONTANA.

Agawam, Mont., Jan. 5.—Lots of grain yet to be hauled.—Geo. L. Harrington, mgr. Montana Elevtr. Co.

NEBRASKA.

Ulysses, Neb., Jan. 15.—About 40% old wheat in farmers hands; car situation is very serious; no cars and our elevtr. has been blocked for 2 months.—Mr. Smith, of Ulysses Grain Co.

OKLAHOMA.

Forgan, Okla., Jan. 10.—About 400 cars of wheat shipped from Forgan this season with not much left on the farms.—W. A. McMahan, mgr. Drennan Grain Co.

Grain Exports Heavy.

A CONSIGNMENT of 200,000 bus. of wheat has been stored in a Boston & Maine elevator at Charlestown, Mass., about two months awaiting a steamer to take it to Greece.

THE BRITISH STEAMER TAFNA left Galveston, Tex., for Cork, Ireland, with 248,000 bus. of wheat. The British steamship Mozart arrived at Galveston from Marseilles to load a full cargo of wheat for the British government.

CLEARANCES from Philadelphia recently included the Ravenshoe for Gibraltar with 185,000 bus. wheat; the Luigi Ciampi for the same port, 177,000 bus. wheat; Marmion for Certe, 349,000 bus. oats; Ziederdyk for Rotterdam, 176,000 bus. wheat, and the Atlantic for Djurven, 173,000 bus. wheat.

GRAIN CARGOES from Boston recently for export included the Leyland Liner Devonian for Liverpool, which took 119,753 bus. of wheat and 80,000 bus. of oats; the Start Point for Liverpool, with 111,845 bus. of wheat and 16,427 bus. of corn; the Cambrian for London, with 82,925 bus. of wheat; the Meltonian for Manchester, with 81,358 bus. of wheat and 21,002 bus. of oats; the Sardinian for Glasgow, with 23,860 bus. of wheat; and the Norwegian steamship Hermione for Norway, with 300,000 bus. of rye.

THE NORWEGIAN STEAMER Bestum left Portland, Me., for Rotterdam, with 169,500 bus. of wheat for the Belgian Relief Commission. The Donaldson liner Cassandra took on a general cargo, including grain, for Glasgow. The British steamer Lord Strathcona left Portland Dec. 31, probably for Avonmouth, England, with about 325,000 bus. of wheat, the largest single cargo of grain leaving the port this winter. The British steamer Boyne left Portland, Me., for Gibraltar, with 79,804 sacks of flour and 71,034 sacks of oats. During the month of December twelve steamers left Portland, Me., for various European ports, with an aggregate of 1,720,378 bus. of grain.

Our Callers

W. L. Richeson, chief grain inspector, New Orleans, La.

Geo. A. Roberts, of Geo. A. Roberts Grain Co., Omaha, Neb.

A. T. Stierley, sec'y, and William Watson, S. Hower Co., Silver Creek, N. Y.

Exports of Grain Weekly.

	Wheat.	1915.	Oats.	1915.
July 4, '14, to July 8, '15:	314,473,000	192,348,000	101,585,000	17,702,000
July 8, '15, to July 1, '16:	356,038,000	303,441,000	125,709,000	101,628,000
July 8:	7,071,000	8,890,000	2,570,000	2,410,000
July 15:	7,963,000	2,049,000	4,299,000	2,829,000
July 22:	8,327,000	1,548,000	3,411,000	2,680,000
July 29:	6,891,000	3,809,000	3,085,000	1,846,000
Aug. 5:	7,032,000	1,871,000	3,381,000	1,832,000
Aug. 12:	5,782,000	3,841,000	4,403,000	697,000
Aug. 19:	5,813,000	3,100,000	4,180,000	897,000
Aug. 26:	7,316,000	4,302,000	3,447,000	290,000
Sept. 3:	7,679,000	5,317,000	2,357,000	1,700,000
Sept. 9:	6,641,000	4,788,000	1,640,000	761,000
Sept. 23:	5,402,000	5,753,000	1,943,000	1,692,000
Sept. 30:	7,730,000	7,497,000	917,000	1,853,000
Oct. 7:	6,894,000	10,030,000	1,642,000	726,000
Oct. 14:	6,814,000	8,764,000	2,025,000	2,827,000
Oct. 21:	4,329,000	8,985,000	2,897,000	1,056,000
Oct. 28:	4,475,000	9,744,000	1,782,000	1,814,000
Nov. 4:	5,235,000	8,963,000	1,893,000	1,605,000
Nov. 11:	4,481,000	10,496,000	1,241,000	1,033,000
Nov. 18:	4,575,000	7,814,000	1,987,000	1,688,000
Nov. 25:	5,208,000	8,782,000	2,187,000	2,226,000
Dec. 2:	5,076,000	9,411,000	1,108,000	2,284,000
Dec. 9:	5,339,000	8,484,000	2,080,000	2,196,000
Dec. 16:	5,508,000	8,721,000	2,533,000	1,293,000
Dec. 23:	5,939,000	5,755,000	1,094,000	2,070,000
Dec. 30:	3,688,000	7,256,000	1,584,000	2,192,000
Jan. 6:	6,064,000	8,322,000	1,492,000	1,308,000
Jan. 13:	4,930,000	7,680,000	1,656,000	2,095,000
Jan. 20:	4,891,000	7,247,000	3,222,000	1,568,000
Total	169,861,000	187,553,000	66,778,000	44,428,000

Coming Conventions.

Jan. 30, 31.—Missouri Grain Dealers Ass'n at St. Joseph, Mo.

Feb. 14, 16.—Farmers Grain Dealers Ass'n of Minnesota at Minneapolis, Minn.

Feb. 21.—Michigan Hay & Grain Ass'n at Lansing, Mich.

Feb. 28, Mar. 1.—Farmers-Grain Dealers Ass'n of North Dakota at Fargo, N. D.

May 9, 10.—Illinois Grain Dealers Ass'n at Springfield, Ill.

May 29, 31.—Kansas Grain Dealers Ass'n at Kansas City, Mo.

July 24, 26.—National Hay Ass'n at Chicago, Ill.

Sept. 24, 26.—Grain Dealers National Ass'n at Buffalo, N. Y.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

N. & W. 61926 at Morristown, Ind., Jan. 23, east bound over C. I. W., loaded with mixed corn, burst and was transferred into P. & P. 10989. The loss was heavy.—H. G. Wolf, of Mull Grain Co.

L. & N. 101880 passed thru Schneider, Ind., Jan. 20, leaking corn at door post.—Geo. H. White, H. M. Freeman Grain Co., Inc., Indianapolis.

U. P. 13509 in train 260, east bound at Central City, Neb., Jan. 19, leaking wheal badly at the door post on south side of car. Brakeman was trying to close the hole and repair car.—Mr. Black, T. B. Hord Grain Co.

W. of A. 1158 passed thru Cherokee, Ia., Jan. 17, leaking corn from under drawbar.—J. J. Mathews.

C. & E. 61923 passed thru Burlington, Colo., Jan. 11, leaking wheal badly at one end of side door.—John Meyers, mgr. Burlington Equity Exchange Co.

P. R. R. 61202, standing on C. G. W. Ry. spur at Simpson, Minn., Jan. 10, was leaking wheal at end near drawbar.—L. D. Harris, Simpson, Minn.

G. T. 17876 was set out at Grundy Center, Ia., Jan. 6. Sill was broken and there was straw stuffed in side to keep it from leaking white corn. Car was transferred into A. T. & S. F. 44876 by section crew and drays. Do not know how much it had leaked.—E. E. Billings.

N. Y. C. 794787 passed thru Yuma, Colo., Jan. 3, leaking wheal at one end. Was side-tracked here Jan. 1 and moved the 3rd.—Farmers Mlg.-Mercantile Co.

M. L. & T. 33649 passed thru Colfax, Ia., Dec. 29, in train No. 84, leaking white corn at side.—R. F. Agar, mgr. Denniston & Partridge Co.

Thirteen cars loaded with grain were wrecked at Agnew, Ill., Dec. 24, and many of them were badly smashed. The following cars were included: C., St. P., M. & O. 25666, loaded with barley; C. & N. W. 81216, S. A. L. 23751, and A., T. & S. F. 43080, loaded with yellow corn; E. & W. 10207, and B. & O. 95442, loaded with oats; Soo 2578, A., T. & S. F. 33328, Maine Central 9263, and C. & N. W. 67308, loaded with corn; A., T. & S. F. 33049 and N. Y. C. 212814, loaded with white corn.—J. A. Mathew, Round Grove, Ill.

St. L. & M. S. 34725 passed thru Plano, Ill., Dec. 6, leaking corn.—Jeter & Jeter.

New Paper Strip for Coopering Cars.

After all large holes in a car have been closed by nailing boards over them there remain many narrow spaces between boards, between grain doors and door posts, under uneven edges of doors and uneven worn floor and lower edge of door.

Cracks are found also in the boards themselves sometimes, all of which should be closed securely to make a car fit for grain loading.

Many country shippers have long used rolls of newspapers or old burlap successfully in reducing the leakage about the grain door.

Experiments with burlap and cheesecloth have proved that a fabric can be employed to close these narrow cracks with excellent results and the use of paper as the cheapest of fabrics naturally suggests itself on the score of economy. Some shippers even line the entire interior of the car with paper; but when the greater part of the wall surface is leak proof this is unnecessary, as it has been found that a narrow strip of paper placed just where it is needed fills the bill perfectly.

A paper of soft texture to fill out the cracks and tough enough to resist the pressure of the grain is best for the purpose. Such a special paper is now available, since its manufacture has been begun by the Schmitz Mfg. Co. expressly for the grain trade. This paper comes in small round bales containing a long strip rolled into an inch thickness, as shown in the engravings herewith.

Fig. 1 shows the application of the paper strip to close belt rail openings at end window. Belt rail openings in end linings at end windows of many cars are the cause of much of the end window leakage occurring. Loaders often neglect to stop up such crevices either thru oversight or because of lack of suitable cooperage material. With calking paper such crevices can be easily and effectively filled.

In Fig. 2 is shown another good method of treating end window opening. The calking paper is applied around the opening *before* boarding up the opening, so that tight joints will be assured.

An opinion has prevailed that pads on the door posts are necessary only where the door posts are filled with old nails, spikes, and have uneven surfaces. As a matter of fact, the primary need for effective pads (which means soft bulky pads that will adjust themselves to the uneven surfaces and junctions of the door posts and grain doors) is the warpage in the boards of which the doors are made or in the grain doors themselves. It is this warpage that causes so much leakage termed "Leaks end of grain door." It is this warpage that makes necessary the use of so many and such large nails and spikes to draw the boards and doors tightly against the door posts in an attempt to prevent leakage between doors and posts. It is this excessive nailing and spiking of doors and boards to door posts that results in damage to car door posts, fills the posts full of nails, thereby causing damage to sacked and other lading in subsequent loadings, results in mutilation and destruction of grain doors, and incidentally delays the unloading of the grain.

Another cause for frequent leaks at end of grain doors are cracks between boards at the edges along ends of even double thickness grain doors, cracks due to the drying out of the lumber or manufacturing imperfections. Because of the peculiar location of such cracks, and because, heretofore, there has not been available cooperage material in convenient form to be readily applicable for such conditions, these cracks have been largely overlooked by loaders and much leakage has resulted. No matter how well doors may be made, the edges of a large proportion of all grain doors are not straight, and cracks between grain doors result.

Fig. 3 shows the application of the calking paper to the door posts. The paper should be applied to each door post regardless of the condition of the face of door post or the style of grain door used. The paper then is squeezed tight between the door and the post when the grain door is nailed in position.

Fig. 4 shows the method of applying the calking paper between the grain doors or grain door boards and between the lower edge of grain door and the floor. Leaks under doors are the result of uneven edges of grain doors or worn floors. Calking paper

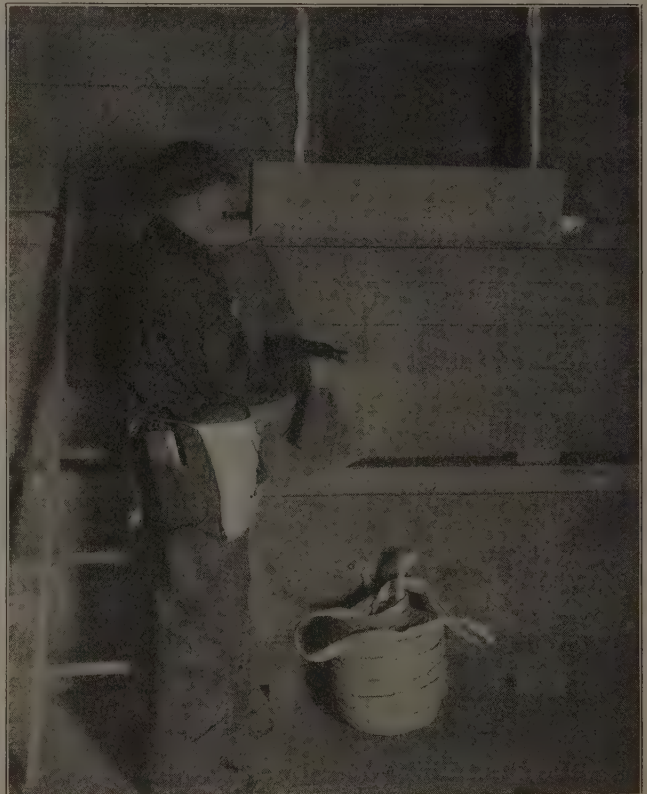
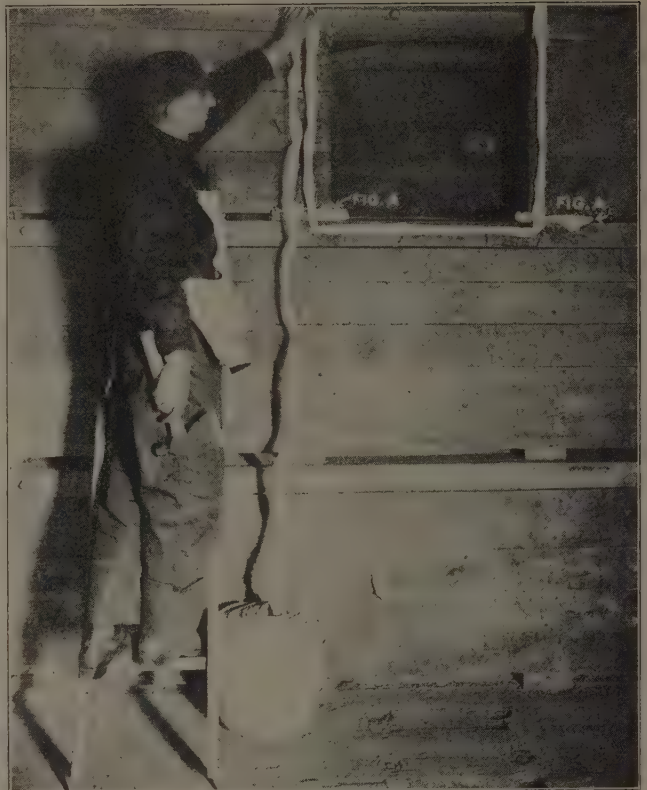


Fig. 1 and 2.—Applying Paper Strip at End Window.



stuffed between floor and bottom edge of grain door will positively prevent leakage at this point. Calking paper should be well rammed under the door. Another method of application, and often more convenient, is to force the calking paper under the door from the outside of the car. This latter method is preferred, and it can be done standing in car after the first 20-inch door has been fastened in position.

Cars should be carefully inspected before valuable cargoes of grain are entrusted to them. It is uncommon any more to receive a car with the door posts broken out at the bottom, with a leaky roof, or with the inside saturated with oil, fertilizer, or any other stench making substance, but care should be taken that the car is in good condition, well cleaned, all missing lining boards replaced, and that every other precaution against leakage is made, before it is loaded.

Some of the common places where leakage is likely to occur, cracks which the calking paper is adapted to fill, are caused by short floor boards at the junction of the side braces, cracks at the end of the cars between the end sill and the last floor board, cracks between the floor boards, and holes or defects in the floor.

It is very necessary to see that all sheathing boards are drawn tightly up to the sills; otherwise, aside from lining cars with paper or burlap well above the upper belt rail and above the grain at its highest point, leakage of grain is likely to occur. If sheathing boards are loose, or if it is found that the sills are rotted so that it is difficult to draw the boards up tightly, burlap or calking paper should be tightly wedged between the loose sheathing boards and the sills, and then the boards drawn as tightly as is possible.

The spreading of sheathing boards usually occurs alongside of door posts, corner, or end posts. Because the wooden lining and body braces on the inside of cars are in the way, it is difficult to make cars with spread sheathing boards grain tight without the use of some kind of calking material or lining. Unless the cracks due to the spreading of sheathing boards are all above the inside car linings, the covering of such cracks must be done from the outside of the car. Often the cracks extend both above and below the inside car linings.

Cars with rotted sills are not safe for grain, because of difficulty to draw sheathing boards to such sills so as to insure tight joints. However, if it is found necessary to load a car with rotted sills, or if any difficulty is experienced in drawing up the loose sheathing tightly against the sills, wedge calking paper in between the loose sheathing boards and the sills, and then renail such loose boards to the sills. This will insure tight joints and prevent leakage at such points.

In the past it has been the common practice to stop up cracks by filling them with burlap or cheese cloth, but the present high prices of these commodities has practically prohibited their use. Boards nailed over cracks are not always successful in stopping the leaks because, unless filled full of nails, the grain will seep underneath the patch.

End window leaks are sometimes caused by failure to board the windows up high enough, but more often the leaks are caused by imperfect joints between the end car lining and the boards or doors placed over the opening. The door barricades should be strongly built, and suitable cooperage material used to fill up the cracks and crevices.

The edges of doors are infrequently straight, and cracks between doors result. These uneven edges, and also worn floors cause crevices underneath the doors which should be stopped up. A calking material should be tightly rammed under the door either from the inside or outside, the latter method being preferable.

Warping of the boards of which the doors are made or of the doors themselves makes necessary the large spikes to draw the doors tightly against the door posts to prevent leakage, and it is this excessive nailing of doors and boards to door posts that loosens religion, results in damage to sacked and other lading in subsequent loadings, mutilation of car doors, and delays in the unloading of grain. Proper application of a good cooperage material which will adapt itself to this warping will save the grain door as well as stop up the leaks.

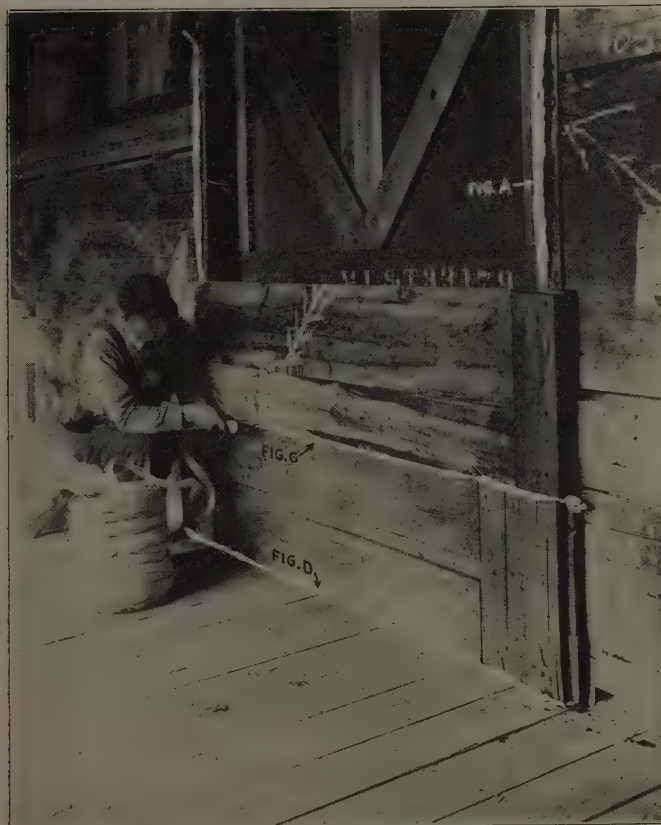


Fig. 3 and 4.—Applying Paper Strip Around Grain Doors.



[Following is a continuation of the remarks of Robert F. Durham, now of the Macdonald Engineering Co., who traveled extensively in Australia in the interest of John S. Metcalf Co., Ltd. The first article, entitled "Australian Methods of Marketing Wheat" appeared in the Grain Dealers Journal Dec. 25, 1916.]

The large grain buyers in Australia have their agents at the country stations. At stations despatching considerable quantities of wheat there may be agents for half a dozen firms. The Australian farmer feels, however, that the competition between these agents is too restricted. Agents as a rule are local parties who are paid a fixed sum per bushel for buying, weighing, stacking and loading into trucks. This amount is generally about two cents a bushel, altho, if the bag does not have to be put into stack but is loaded directly into trucks the amount is less. If a farmer wishes to sell his wheat when he delivers it, he is paid the market price of the day f. o. b. the exporting point, less freight and handling charges. The farmers claim that four or five cents per bushel extra margin is also deducted which they ought to get.

THE CHIEF GRIEVANCE against the buyers on the part of the farmers arises from what is called the free storage system. If the farmer does not wish to sell his wheat at the price obtaining upon the day it is delivered he may store it with any of the agents and is given a receipt for it. The buyer storing it agrees to keep it in store for a stated number of months, generally not exceeding six, without charge to the owner. The buyer has first option on the grain at market price when the owner wishes to sell it. Actually, however, the farmers claim that the way it works out is that, when they want to sell the understanding between the buyers is such that stored wheat will not bring within two to four cents a bushel as much as what is called free wheat, that is, delivery of the day. So the farmer actually pays that amount for care of his wheat during the time he has had it in storage. Furthermore, if he wishes to sell to some other agent than the one storing it he has to pay the holder a handling charge.

It is not within the province of this article to say whether or not the opinion which the farmers hold as to the justice of the treatment given them by the buyer's agent is well founded, but the fact remains that this method of buying and storing wheat is one of the large causes for dissatisfaction with the present system. In addition, the wheat in storage enables the buyer to finance himself altho he may not have the ownership of the wheat, and the farmers say that this ability to finance enables the large mer-

chants to flood the market with wheat and so bear the price.

WHEAT is dispatched from country stations in low-sided trucks, which we commonly classify as gondola cars. Nominally, every railroad truck is supposed to be provided with a tarpaulin to cover the bags, but actually it becomes impossible to provide tarpaulins for every truck in the rush season, and thousands of trucks uncovered are seen on the roads at that time. In case of bad weather this means a very considerable damage while in transit, which is accentuated in years when the weather is unusually bad. The difficulties have been somewhat increased by the use of steel trucks as in the past they have generally been made with bottoms which are water-proof, and if rain occurs the water stands in the truck until the latter is unloaded.

The illustration in our heading shows bags which have been damaged by standing in a steel truck which has held water. The wheat has sprouted and become moldy. This difficulty is now being obviated to a certain extent by drilling holes in the floors of the steel trucks. In Fig. 2 is given a good idea of the steel truck used. No. 3 shows the direct loading from farmer's wagon to the truck. In this case the wheat is not being weighed.

In some portions of Australia, and particularly in Victoria, farmers' co-operative associations have built sheds for storing the bag wheat, but as will be seen from Fig. 4 the shed is not intended to accommodate all of the wheat from the neighborhood. In the rush season railway platforms are piled with wheat sacks, as shown in Nos. 5 and 6.

If desired, the railways will weigh the truck of wheat upon arrival at the terminal and issue a weight ticket at a cost of 12 cents per truck, but this is not always done. If grain is bought at the country station without weighing, the truck is generally weighed at the terminal.

SOME PORTS are equipped with long jetties extending from the shore to deep water. These jetties have railway tracks on them. The trucks of bagged wheat are run out on the jetty and loaded directly into vessels' holds. At least that is done wherever it is possible in order to minimize the cost of transfer. As it is obviously impossible for the railway movement and the vessel movement to be exactly coordinated large piles of wheat accumulate at the shore end of the jetty during the rush season. Illustrations 8 and 9 show stacks on the sea shore at a western Australia port ready to be reloaded onto trucks and shunted out onto the jetty when vessels are available.

At the large shipping ports such as

Sydney and Williamstown immense piles of wheat accumulate during the busy season. A portion of the piles in the Williamstown Yards is shown in No. 12, and No. 13 shows the method of unloading from trucks onto high stacks, a jin pole and tackle being used. The lifting is generally done by an electric motor. The re-loading of the trucks for shunting to the vessel's side is also most laborious. If stacks are to remain in the yards for a considerable time the sides as shown in Nos. 14 and 15 are generally covered with Hessian in long vertical strips sewed together by hand by a man on top of a ladder, and corrugated steel is used for the top of the stack.

Some improvement is being made in the handling of stacks at large storage points. Inclined elevating conveyors are shown in Nos. 15 and 16 receiving sacks from the trucks and lifting them to the top of the pile from which point they are carried to different portions of the stack by lumpers.

NO GRAIN EXCHANGES. A feature of the Australian wheat trade which would forcibly strike an American wheat merchant is the lack of grain exchanges. There are no trading bodies similar to the Chicago Board of Trade. In fact, there appears to be a comparatively small amount of buying and selling within Australia. The flour mills have their agents at the country stations and buy for their own account. The large dealers are also exporters, some of them with their own houses in London. They handle the wheat from the time they get it from the farmer until it is on board vessel. There are exceptions to this rule, but it obtains sufficiently so that the trading in wheat in Australia becomes somewhat restricted.

The farmers feel that if there were more trading there would be more competition for their product and therefore better prices. With a substitution of a scientific grading system and adequate inspection with the issuance of a formal warehouse receipt the trading would also be facilitated. It is evident that the present grading, inspection and weighing methods militate against any free transfer of grain.

SPAIN'S IMPORTS of wheat are decreasing. During October only 14,414 metric tons passed thru the Spanish custom-houses, 1,837 tons less than in the previous month. With the exception of 12 tons, this wheat was all discharged at the port of Barcelona, more than half of which was of South American origin. There were 11,302 tons of corn, all from Argentina, imported at different ports of Spain.—Consul General Hurst, Barcelona.

LAST YEAR the Quartermaster General of the Army purchased 108,152,997 pounds of oats at a cost of \$1,979,596; 1,008,189 pounds of corn valued at \$20,253 and 2,262,374 pounds of barley valued at \$28,915. The matter of amending contracts for forage for the army so as to permit contractors to supply grades of hay and grain as fixed by the grain associations and chambers of commerce was considered. It was represented that the peculiar conditions existing in various sections made it difficult for inspecting officers to accept forage that would comply in all respects with the specifications. The Department of Agriculture was consulted and it was concluded that contractors should have no difficulty in meeting the requirements called for. No change was authorized except that a modification so that oats which were clean and free from other grains could be accepted.—F.



The Australian Method of Handling Grain at Country and Terminal Stations. [See facing page.]

Council of Grain Exchanges Will Fight "Natural Shrinkage"

The Council of Grain Exchanges held its eighth annual convention Jan. 18 at the Hotel LaSalle, Chicago.

The meeting was called to order by Pres. John L. Messmore of St. Louis, who welcomed the delegates, and then reviewed briefly the accomplishments of the Council during the past year. He told of the aims and desires of the organization for the coming year, and asked for support of all exchanges.

Sec'y J. Ralph Pickell read his annual report, from which we take the following:

Secretary's Report.

The dues of the Council have been promptly paid during the past fiscal year, and appropriations for crop improvement work speedily granted upon request. Thus it would seem to your Secretary that it is reasonable to assume your organization has passed that period of existence when there can be any question as to its permanency.

It now remains for the Exchanges, through their accredited voting delegates and representatives to this meeting, to decide what further needs to be done, and then to help do it.

In some phases of our work there has been disappointment. This applies particularly to our activities for the establishment of uniform rules, but in our legislative work, our crop improvement propaganda, and our publicity and educational efforts we have been exceptionally successful.

The Council has entered a new field of activity during the past year in initiating litigation, concerning which its attorney will report.

Finances: The Auditing Committee's report on Jan. 21, 1916, showed that there was a balance in the general fund of \$308.40, and in the crop improvement fund of \$4,569.03. The expenditures from the general fund for the past fiscal year follow:

Secretary's Salary	\$1,200.00
Stenographic Services	746.00
Telegrams	134.97
Telephone	28.00
Rent to October 1st	112.50
Office Expenses	327.20
Printing	241.76
Chamber of Commerce of U. S. Dues	15.00
Travelling Expense	413.79
Professional Steno. Services	86.35
H. Sheridan's Travelling Expense	72.00
J. W. Snyder's Travelling Expense	70.05
E. P. Smith's Washington Trips	271.90
Hulse & Allen, I. C. C. Stenographers	58.62

Total

We have received from dues, interest and three special assessments, a total, including balance on hand last year, of \$3,330.65, as shown in detail in the Treasurer's report, leaving in the general fund the sum of \$152.51.

The Council has every reason to be gratified with the response to these assessments. The Exchanges are under no obligations to pay them, but practically all of the members of the Council responded favorably when called upon.

Crop Improvement Fund: In addition to the balance of \$4,569.03, as shown in the Treasurer's Report, appropriations were made for crop improvement work by the constituent members of the Council. Total \$15519.03.

From this sum there has been paid by voucher, \$12080.30, leaving a balance in the crop improvement fund of \$3438.73.

It devolved upon the Council to raise a special fund for litigation purposes. Contributions of \$250.00 were asked from the constituent members of this Organization. Grain Assns and Exchanges not members of the Council were also asked to subscribe to the Litigation Fund. The Council collected from various sources, as will be shown in the Treasurer's report, the sum of \$2326.50, including \$26.50 interest on the balance in the Treasury to Dec. 30th. Two vouchers have been drawn on this fund of \$500.00 each, leaving in our Litigation Fund, the sum of \$2326.50.

The purpose for which this Litigation Fund was raised was to prosecute what is known as the "Natural Shrinkage Case," upon which Attorney Smith will report.

Demurrage.—Mr. Herbert Sheridan of Baltimore, discussed the question of demurrage briefly before the delegates at the Seventh Annual Meeting, at which time he called attention to a convention which was to be held later in Chicago. President Messmore appointed a Committee to meet with the Demurrage officials, and the members of the American Railway Ass'n, Messrs. Sheridan, Uppin and Brown. The meeting was held in Chicago Feb. 24th. The railroad representatives expressed their purpose to secure additional revenue by increasing demurrage charges, to which the members of the Council Committee were opposed.

Bill-of-Lading.—What is believed to be one of the most notable meetings ever held by the members of the grain trade, transpired in Chicago Jan. 31st, Feb. 1st and 2nd, when the Grain Exchanges, the Grain Dealers' National Ass'n and the Indiana Grain Dealers Ass'n sent delegates to a special meeting on the bill-of-lading question held under the auspices of the Council Bill-of-Lading Committee, of which Mr. C. A. Magnuson is Chairman. The meeting was held in response to a resolution adopted at the January meeting, in which the Exchanges were asked to appoint one grain man and one tariff expert to meet in Chicago to formulate the needs of the grain trade in a Bill-of-Lading. The conclusions of the convention were presented to Interstate Commerce Commissioner Satterfield in Chicago, Feb. 2nd.

The meeting was particularly notable because it was the first time in the history of the grain trade that grain dealers ever got together upon a definite fixed demand for certain provisions in the bill-of-lading. It was at the meeting that E. P. Smith, Attorney for the Omaha Grain Exchange, was selected to represent the Council at Washington.

The expenses of this meeting, the cost of printing and filing briefs, amounted to nearly \$350.00, and that was the reason why the special assessment of \$20.00 on each Exchange was made.

Later Attorney Smith was asked to represent the Council in the "Natural Shrinkage Case," and it was the developments which came from this case that lead to a special meeting in Chicago, in June, and the employment of Attorney Smith to represent the Council.

Uniform Rules.—There was a brief discussion at the January meeting on uniform rules, and in response to a resolution adopted, each Exchange was asked to appoint one member to meet with the Committee on Trade Rules of the Grain Dealers' National Ass'n at its convention in Baltimore, Sept. 25th-27th. President Messmore duly appointed the delegates, but preliminary to the Baltimore Convention a meeting was held in Chicago Aug. 11th, in which the Secretaries of the various state grain dealers' assns, and the Officials of the Grain Dealers' National Ass'n and Council representatives, participated.

Uniform rules today are but a chimerical dream, and actually the more the subject is considered, the further apart the trade seems to get. In the opinion of your Secretary, no wholesale revision of the rules is possible.

Credit Bureau.—After a brief discussion concerning the advisability of forming a Credit Bureau, during the Seventh Annual Meeting, a motion was asked referring the question to the Executive Committee which was directed to report upon the practicability and advisability of the adoption of a Credit Bureau by the Council. Definite action was taken by the Executive Committee at a special session which was held in Baltimore, Sept. 25th, at which time the following resolution was adopted: "Resolved: That it is the sense of the Executive Committee of the Council of Grain Exchanges that every affiliated Exchange should consider the organization of a credit bureau for the purpose of interchanging information." The content of this resolution was conveyed to the members of the Council, but little interest in the question has been manifested. Chicago, the largest market is opposed to the idea of a Credit Bureau.

The Secretary wishes to refer to the special Executive Committee meeting in Baltimore, called by the President in order that the records of this organization may be clear, by saying that at that time he called attention to a change which he was

making in his work, and therefore if it was the desire of the Executive Committee he would resign as Secretary of the Council as he was then entering into the employment of a private firm engaged in the grain business. The resignation of the Secretary was not accepted, after he had explained that he would have more time for the Council than previously, and that he could, under his new arrangement, reduce the working expense very materially. Since October 1st, the office expense for maintaining the Council, has been reduced by half.

New Members.—We have secured during the past year, the membership of the Philadelphia Commercial Exchange and the St. Joseph Board of Trade. Several other Exchanges have recently inquired about memberships.

The Philadelphia Commercial Exchange under date of Dec. 21st, asked your Secretary to present its resignation as a member of the Council. No explanation for the resignation was given. Your Secretary was told informally that the Philadelphia Commercial Exchange had no interest in the Council, and that its members did not feel it could derive any benefit from the affiliation with the Council, or that the Council would derive any particular benefit, if the Philadelphia Commercial Exchange continued its affiliation with the organization.

Adding Moisture Artificially to Grain.—Mr. C. B. Pierce introduced a resolution at the last annual meeting in which he advocated that the Council take the necessary steps to stop the adding of moisture artificially to grain. A Committee was appointed by President Hoyt, composed of C. B. Pierce, Roger P. Annan, Jr. and J. B. Swearingen, who sometime later made a report which was brought to the attention of the constituent members of the council by your secretary. The report was acknowledged and approved by the majority of the members of the Council.

Revenue Tax Act.—President Hoyt, in December, 1915, appointed C. H. Canby, F. A. Hallett and D. F. Pierzer as a Committee to appear before the Ways and Means Committee of the House of Representatives for the purpose of endeavoring to secure a reduction or an elimination of the tax on future trades of 1c per hundred dollars value. The Committee, with aid from outside sources, was successful, its appearance at Washington not being found necessary.

False and Misleading Rumors.—The resolution adopted by the Council concerning the circulation of the false and misleading reports, was referred to the Exchanges by your Secretary. Some enthusiastically approved the resolution, while others vigorously denounced it. Two of the Exchanges amended their rules after the resolution was brought to their attention.

Freight Congestion.—One of the most serious problems which has confronted the shippers during the entire season has been that of freight congestion and the inability to secure cars. The grain business did not suffer as much as other lines during the early part of last year, but for the past three months, conditions have been unspeakably bad. The Council of Grain Exchanges has not been able to afford any material help in the solution of this problem, but it has been represented at Washington upon various occasions when rail congestion problems have been considered formally and informally by the Interstate Commerce Commission.

Trading in Fractional Lots.—The Council has never taken any official action relative to fostering a movement to encourage the trading in fractional lots by the larger Exchanges, but early last year a communication was addressed to the various associations which are members of the Council relative thereto, and subsequently considerable interest developed with the result that the Chicago Board of Trade adopted such rules as augmented trading in less than 5000 bushel lots.

The Kansas City Board of Trade voted on this subject in April and adopted a rule for trading in small lots of grain with an increase in the commission charge. The St. Louis Merchants Exchange has also resumed trading in fractional lots. It was believed inconsistent to advocate hedging among the country dealers when no facilities existed for hedging less than 5,000 bushel lots, while 5,000 bushels was many times too large for the average country dealer to buy or sell, based upon country purchases. Hence the provision of facilities by the larger Exchanges for fractional trading.

Educational Work.—A report upon the educational work of the Council today might be a reiteration of what has been said for five years or more. We have no

funds for publicity work, but so far as the Chairman of your Educational Committee is concerned, and so far as the work of your Secretary goes, it has become second nature to advance the cause of the Grain Exchanges.

Last year at this time, thirty-three bills were pending in Congress which provided for the prohibition of trading in grain for future delivery. To date there has not been one solitary bill introduced in Congress, at this short Session to prohibit future trading. It would seem unreasonable to believe that the public is becoming better informed as to the function of the grain exchanges, and we know the Council has had a large part in changing public opinion.

The grain exchanges and the grain trade generally, have never known more prosperous times than at the present. Memberships in many of the Exchanges have greatly increased in value, and the personnel of some have nearly doubled during the past year. A number of new Exchanges have been organized. It would seem that if business continues good during the coming year we should add quite a number of Exchanges to our membership list.

John W. Snyder, Baltimore, submitted the following:

Treasurer's Report.

General receipts for the year amounted to \$3,930.65 with general expenses of \$3,778.14, leaving a balance of \$152.51. The Crop Improvement fund received, together with the balance on hand Jan. 20, 1916, \$15,519.03; expenses amounted to \$12,080.30, leaving a balance of \$3,438.73. Receipts for the Litigation Fund amounted to \$3,326.50, with expenses of \$1,000, balance \$2,326.50. Total amount on hand Jan. 18, \$5,917.74.

RECEIPTS OF GENERAL FUND.

Balance in bank Jan. 22, 1916.....	\$ 208.40
Kansas City Board of Trade.....	266.50
Omaha Grain Exchange.....	260.00
Chicago Board of Trade.....	246.50
Baltimore Chamber of Commerce.....	266.50
Minneapolis Chamber of Commerce.....	246.50
Toledo Produce Exchange.....	140.00
St. Louis Merchants' Exchange.....	266.50
Wichita Board of Trade.....	146.50
Peoria Board of Trade.....	120.00
Philadelphia Commercial Exchange.....	266.50
New York Produce Exchange.....	266.50
Duluth Board of Trade.....	266.50
Milwaukee Chamber of Commerce.....	280.00
Cincinnati Chamber of Commerce.....	126.50
St. Joseph Grain Exchange.....	106.50
Buffalo Corn Exchange.....	266.50
Bank interest.....	184.25
	\$3,930.65

CROP IMPROVEMENT FUND.

By balance in bank (as audited)....\$4,569.03

Receipts.

U. S. Brewers' Assn., a/c 1915 contribution.....	250.00
Baltimore Chamber of Commerce.....	200.00
Milwaukee Chamber of Commerce.....	300.00
Peoria Board of Trade.....	100.00
Kansas City Board of Trade.....	500.00
Chicago Board of Trade.....	5,000.00
Duluth Board of Trade.....	500.00
Minneapolis Chamber of Commerce.....	1,000.00
Cincinnati Chamber of Commerce.....	100.00
St. Louis Merchants' Exchange.....	1,500.00
New York Produce Exchange.....	500.00
Kansas City Board of Trade, balance of 1916 appropriation.....	1,000.00
	\$15,519.03

LITIGATION FUND.

Receipts.

Omaha Grain Exchange.....	\$ 250.00
Kansas City Board of Trade.....	250.00
Denver Grain Exchange.....	50.00
Milwaukee Chamber of Commerce.....	250.00
Western Grain Dealers Assn.....	50.00
Minneapolis Chamber of Commerce.....	250.00
St. Louis Merchants' Exchange.....	250.00
St. Joseph Grain Exchange.....	50.00
Cincinnati Chamber of Commerce.....	50.00
Wichita Board of Trade.....	100.00
Duluth Board of Trade.....	250.00
Memphis Merchants' Exchange.....	100.00
Kansas Grain Dealers Assn.....	50.00
Baltimore Chamber of Commerce.....	250.00
Chicago Board of Trade.....	250.00
New York Produce Exchange.....	250.00
Grain Dealers National Assn.....	250.00
The National Council of Farmers' Co-op. Assns.....	250.00
Fort Worth Freight Bureau.....	50.00
Fort Worth Grain and Cotton Exchange.....	50.00
Interest.....	26.50

The report was accepted and ordered placed on file. An auditing com'ite later reported the accounts correct.

Mr. Snyder was presented with a diamond stick pin by Pres. Messmore, saying: In appreciation of your efficient service in keeping the Council's funds during the past six years, we present you with this little token of our esteem.

Mr. Snyder thanked the Council in husky whispers.

C. D. Sturtevant, Omaha, chairman of the Litigation Fund Finance Com'ite: Most of the western exchanges have contributed to this fund, but Baltimore and New York are the only eastern exchanges which have sent checks. They gave as their reasons either indifference or that they thought it not fair to force the railroads to pay all claims in full. We need more funds, as it is probable that the litigation now being carried on will go to the Supreme Court.

E. P. Smith, attorney, Omaha: I will report to the Council on my representation of it at Washington, D. C., before the Pomerene B/L hearings. The com'ite of which I was chairman waited upon President Wilson, who suggested that we wait on Congress. When the first clause 21 of this law came out, the railroads objected that it would require them to weigh and count all freight. They would be forced to pass this burden on to the shipper. When this clause was published, I was invited to appear at Washington to speak in regard to it. This I did, with the result that the present "adequate weighing clause" was enacted into the bill at my literal phrasing.

Mr. Smith reviewed litigation of a case in Omaha in which the court ruled that the railroads had no right to deduct the 3/4% for shrinkage in case of a shortage claim. "This case was appealed to the Supreme Court of Nebraska, and the decision of the lower court sustained on all counts. Immediately afterward the railroads of the west amended their rules to strike out those clauses. Then a party in Texas got a few claims of a few dollars each, and filed complaint with the Interstate Commerce Commission. The carriers filed objections and questioned the right of the Commission to decide the case. The Texans did not fight, and the case was decided in favor of the railroads. Then the Commission reopened the Omaha case.

A case has now been filed in Chicago courts to prove that the rule is illegal, and that the carriers have no right to publish it. I contend that the Interstate Commerce Commission has no right to decide the question in favor of the railroads, that the amount of damages to be paid by the carriers in a loss is a judicial one to be proved by witnesses, and that the railroads cannot tell how much shrinkage will result. The litigation will probably be long drawn out, as the matter will probably go to the Supreme Court.

The eastern grain exchanges are vitally interested now, as most of the grain shipped from the west is now shipped on western weights.

Mr. Pond, sec'y Buffalo Corn Exchange: No views were given me as to the feeling of Buffalo in regard to support of the litigation, but I will call the matter to the attention of the Board of Directors.

Mr. Cornelson of Peoria: Personally I have been in favor of our exchange supporting the litigation.

J. W. Snyder, Baltimore: I called the attention of my exchange to the fact

that while it might not do us any good, it would do the grain trade good, and \$250 was too small an amount to turn down. So you got a check.

The B/L com'ite reported by letter, introducing the following resolution, which was adopted as read:

WHEREAS, the Interstate Commerce Commission has had committed to it by Congress the form and substance of the B/L; and

WHEREAS, the Interstate Commerce Commission, in view of the so-called Cummins Amendment, and other things, has during the past few months held extensive hearings thruout the country, during which both carriers and shippers were heard in relation to what should be the form and substance of a B/L under the law; now, therefore, be it

RESOLVED, by this Convention, that the written or printed matter either on the front or on the back of a B/L should contain no clause, sentence or word that will in any sense limit or minimize the liability of the carriers under the law.

S. P. Arnot, Chicago, reporting for the Uniform Rules Com'ite: The only way to secure uniform rules is to vest in the Board of Directors the power to make rules and regulations to govern cash grain transactions. In Chicago the full 1,600 members must vote on any change to be made, and it is nearly impossible to bring about such changes.

He then introduced a resolution favoring the granting of full power to the boards of directors of the exchanges to make these rules.

This resolution was opposed by John R. Mauff and H. N. Saeger of Chicago, C. A. Macdonald of Duluth, L. W. Forbell of New York, John W. Snyder of Baltimore and others whose exchange charters vested changes of rules in the members and not in the directors.

Fred Pond of Buffalo: Changes of rules by the directors without consulting the members savors of steamrollership.

C. D. Sturtevant of Omaha: I favor the change as a progressive step.

This stand also was taken by D. F. Piazek of Kansas City.

So much opposition to the resolution developed, however, that Mr. Arnot amended it to read "give more power to



Moffett Photo.

Pres. John R. Mauff, Chicago, Ill.

the board of directors to make regulations," in which form it was passed, New York desiring to be recorded as against it.

The following resolution then was adopted without discussion:

WHEREAS: The Grain Dealers National Ass'n at its convention in Baltimore on Sept. 27, 1916, recommended that the Trade Rules Com'te of said Ass'n take action looking towards uniformity in the trade rules of the various boards of trade and grain exchanges of the country; and

WHILEAS: This Com'te was further instructed to co-operate with a similar Com'te of the Council of Grain Exchanges to the end that this uniformity may be consummated at as early a date as possible; therefore be it

RESOLVED: That the Council of Grain Exchanges hereby instructs the Uniform Rules Com'te of the Council of Grain Exchanges to co-operate with the Trade Rules Com'te of the Grain Dealers National Ass'n and frame trade rules, to be presented for approval and adoption at the next annual convention of each organization.

The nominating com'te was then appointed with the following members: S. F. Arnot, chairman, H. J. Smith, Kansas City, Wm. Dalrymple, Minneapolis, E. P. Peck, Omaha, John R. Mauff, Chicago.

C. B. Pierce, chairman of com'te on "The Practice of Adding Moisture Artificially to Grain," made a report which was read by Sec'y Pickell, as follows:

The Chairman of your Com'te recently interviewed the officials of the Department of Agriculture at Washington, D. C., on this subject. He found them in receptive mood and begs to report a very satisfactory conference with them. Your Chairman left them with the impression that the officials of the Bureau of Chemistry of the United States Department of Agriculture would make an effort to force the discontinuance of the practice of adding moisture in excess of that allowed in accordance with the recent ruling of the Secretary of Agriculture in the bleaching of oats with sulphur dioxide. Your Chairman feels that the officials of the Department of Agriculture are very much interested in preventing such fraud and are willing to give the grain trade intelligent assistance in this most important matter.

Chairman Herbert Sheridan being absent, the following report of the Com'te on Demurrage and Natural Shrinkage was read by Sec'y Pickell:

It is assumed that members of the Council are acquainted with the increased demurrage charges that have been made effective Dec. 11 with the idea of increasing the car supply.

While those proposed by the carriers, which involved elimination of the weather allowance and average agreement, were not acceptable and made sharp increases over the former rate of \$1 per car per day, subsequently, the Interstate Commerce Commission allowed modified increases to prevail with retention of the average agreement and weather allowance.

The existence of this Com'te was overlooked when various grain representatives were brought together at Chicago and steps taken to have counsel employed to protest the opinion of the Commission in the A. E. Crouch Grain Co. case versus the A. T. & S. F. Ry. Co.—Docket 7518.

An adverse opinion resulting from the rehearing will doubtless produce Court action.

As to this, the special com'te having this matter in hand may perhaps be ready to report.

J. C. F. Merrill, sec'y Chicago Board of Trade, then reported for the Educational com'te: Little work had been necessary during the past two years because the public is learning to appreciate the importance of grain exchanges and are not so opposed to them as heretofore. Attention is called that where 32 bills relating to grain exchanges were introduced last year into Congress, only two have been introduced this session.

Grading of Corn was the subject of the

remarks of A. Gerstenberg, Chicago. He showed by a number of practical illustrations with incidents which have come up before him since the Federal corn grain standards went into effect Dec. 1, that the grain standardization act is not working perfectly yet, as in several instances corn which has been given one grade at one point would not receive the same grade at another. One case led the Department to admit that corn going from one climate into another might gain moisture. "Work with the men in Washington. They mean well, and will extend every courtesy."

R. P. Smith of Kansas City: I wish to call attention to the ruling that inspectors are not to issue a grade certificate unless they know absolutely what is in the car. I know of an instance of where the inspector was called upon to issue a certificate for a car of which he could inspect only the grain at the door. He refused to issue a certificate.

Mr. Gerstenberg: In a case of this kind force the receiver to give bond to accept the grade subject to approval.

CHICAGO BOARD ENTERTAINS.

In the evening the Chicago Board of Trade entertained the delegates with a bountiful six course dinner at the LaSalle Hotel.

Immediately following the meal, J. R. Mauff welcomed the delegates on behalf of the Board of Trade, and then turned the meeting over to Pres. Messmore.

Pres. Messmore called the meeting to order and called for the report of the Crop Improvement Committee.

Edward Andrew, chairman, reviewed briefly the work of the com'te during the past year, and then turned to Bert Ball, secretary, who made the following report:

Crop Improvement.

The recleaning of seed grain has met with considerable success altho I believe we are weaker here than in any other one department. We have had great trouble in getting the mills and elevators to co-operate in fanning out the trash, weed seeds and immature kernels from their seed grain or in fact doing anything to foster the cleaning of seed in their respective territories. For this subject we would ask the aid of the Council, the Grain Dealers National, and all the grain assns. We do not get the support we should in behalf of cleaner seed.

Seed testing has become a regular institution and we are still putting out our blotting papers and rag dolls by the thousands.

The first fundamental of our work is the establishment of the best varieties of grain in each locality.

The barley interests asked the com'te to help make a study of the requirements of barley as applied to its different users. Several meetings were held during the year and considerable material was presented to Dr. Duvel and a letter received from him stating that the standardization of barley would probably follow ours.

There are something like 2,900 counties in the United States. In the territory in which we are most interested, Illinois which has 102 counties, has but 23 county agents; Indiana has 36 in 92 counties; Iowa 19 in 99 counties; Kansas 15 in 105; Minnesota 18 in 86; Missouri 14 in 114 counties; Ohio 16 in 86; South Dakota 13 in 65; North Dakota 22 in 50, etc. So it will be readily seen that counties in the grain belt which have no county agents still far outnumber those which have.

Our influence has gradually widened until we have become a clearing house for work along our lines, and we can best convey the idea of what is being done by documentary evidence in shape of letters which we receive by hundreds asking for our plans and offering assistance.

A moving picture feature story has been prepared during the year, which has been well received. The three reels were financed from outside sources but covered the work of crop improvement. The Com'te now has seven reels, but we find that it is dangerous to allow these original reels to go out on a circuit on account of the abuse they get. We have been assured by

those who are presumed to know that we are on the right track in trying to bring a little fun and beauty into the subject of scientific agriculture.

The Nominating Com'te recommended the following for election: John R. Mauff, Chicago, for pres.; C. A. Magnuson, Minneapolis, first vice pres.; D. F. Piazzek, Kansas City, second vice pres.; F. E. Pond, Buffalo, third vice pres.; John W. Snyder, Baltimore, treas.

Executive Com'te, J. L. Messmore, St. Louis, L. W. Forbell, New York, M. L. Jenks, Duluth, E. P. Peck, Omaha, W. T. Cornelison, Peoria, F. O. Paddock. The report was accepted and the secretary ordered to cast a unanimous ballot for the officers nominated.

Adjournment was taken at 9:30 p. m.

IN ATTENDANCE.

Baltimore: J. W. Snyder.
Buffalo: Fred E. Pond.
Chicago: H. N. Sager, S. P. Arnot, J. R. Mauff, J. C. F. Merrill.
Cincinnati: H. M. Brouse, E. A. Fitzgerald.
Denver: J. F. Gallagher.
Duluth: C. F. Macdonald, L. M. Jenks.
Kansas City: H. J. Smith, D. F. Piazzek.
Louisville: R. L. Callahan.
Milwaukee: A. R. Templeton, F. J. Coughlin.
Minneapolis: C. A. Brown, Wm. Dalrymple, C. M. Case, J. A. Regan.
New York: L. W. Forbell, E. P. Parris.
Omaha: E. P. Smith, C. D. Sturtevant, E. P. Peck.
Peoria: W. T. Cornelison.
St. Joseph: G. E. Newman.
St. Louis: J. L. Messmore, N. L. Moffitt, Eugene Smith.
Toledo: K. D. Keilholtz.
Wichita: L. H. Powell, M. Kelly.
Others present: E. C. Eikenberry, Camden, O., pres. Grain Dealers National Ass'n, C. Quinn, Toledo, sec'y; Adolph Gerstenberg, Chicago; J. W. Sale, Bluffton, Ind.

Increased Export Rates.

Effective Feb. 10 the carriers will increase their export rates to the Atlantic seaboard 3/10 cent per 100 lbs. on grain and 2/10 cent on grain products, under the recent decision of the Interstate Commerce Commission, says J. S. Brown, manager of the Transportation Department of the Chicago Board of Trade.

Prior to the decision of the Interstate Commerce Commission the carriers had published tariffs to become effective Feb. 15, 1917, increasing the export rates to the Atlantic seaports 1.6 cents per 100 pounds on grain and 1.7 cents per 100 pounds on grain products, and to the Gulf ports 8/10 cent per 100 pounds on grain and grain products, which increases were based on making the rates to Baltimore or New Orleans the same for domestic or export shipments.

These tariffs to the Atlantic seaports published to become effective Feb. 15 will be withdrawn; and, as above stated, the authority granted by the Commission to make increases of 3/10 cent per 100 pounds on grain and 2/10 cent per 100 pounds on grain products to the Atlantic seaports will be availed of to become effective Feb. 10.

It is our understanding that after the publication of the increases of 3/10 cent and 2/10 cent authorized by the Commission, the carriers will again publish tariffs increasing the export rates to Baltimore to the domestic basis.

THE ILLINOIS TRACTION SYSTEM serves 23 grain elevators, some of which are reached by no other line. This system includes 425 miles of standard gauge electric line, and its freight equipment consists of 116 box cars and 622 coal cars, similar to those used by steam roads. In 1915 it handled 3,000 carloads of grain.

Absorption of Charges at Chicago and Milwaukee.

A tentative opinion by Examiner Watkins on the complaints filed by the Chicago Board of Trade, the Milwaukee Chamber of Commerce, Bay State Milling Co., Winona, Minn., and the St. Louis Merchants Exchange, covering the proposal of the Great Lakes Transit Corporation and Lehigh Valley Transportation Co. to cancel absorption of switching charges at Chicago and Milwaukee, and the increase in rates by the Great Lakes Transit Corporation, has been filed with the Interstate Commerce Commission and was made public Jan. 15.

The opinion sums up the findings of the commission as follows:

Thru rates on wheat milled in transit and on flour and grain products from points in southern Minnesota and southwestern Wisconsin to trunk line territory and for export via rail-lake-and-rail thru Lake Michigan ports not shown to be unduly preferential of Minneapolis, Duluth or Superior, nor unduly prejudicial to complainants.

Thru rates on grain, grain products and by-products, from Milwaukee, Chicago, St. Louis, and points west of the Indiana-Illinois state line to points east of Buffalo, N. Y., and for export, increased by withdrawing joint thru rates, withdrawing switching absorptions at Chicago and Milwaukee and increasing the charges lake-and-rail from Chicago and Milwaukee not shown of record to be just and reasonable.

The failure to absorb switching at Chicago and Milwaukee here complained of constitutes an undue prejudice to those

localities and an unjust preference of industries in Chicago and points west on shipments from which switching in Chicago and Milwaukee is absorbed.

The cancellation of thru routes and joint rates from St. Louis, Mo., and Argo, Ill., not shown of record to be justified.

Concrete Storage Tanks at Kansas City Completed.

Several firms in Kansas City have recently found it necessary to enlarge their elevators to take care of the increasing receipts of grain.

The ten storage tanks shown in the foreground of the photograph are 25 feet in diameter, 70 feet high, and have a total capacity of 360,000 bus. The tank walls and foundation were built of concrete. Tile was used for the gallery floor and the tank roofs, and the cupola was built of structural steel and asbestos-covered corrugated iron. The cupola is provided with copper flashing and copper cornices. All the tanks have full-sized bins, hoppers at the bottom, and are equipped with a belt conveyor above and below the bins. The cupola is used to house the tripper and conveyor.

The smoothness of the tanks shown in the picture is not exaggerated. This is due to the fact that the bin wall construction was continuous, without stop from top of foundation to top of bin, having been completed in six and one-half days' time. It is also due to the rich cement mixture used in this structure. The tanks were erected by the Stephens Engineering Co. for the Southwestern Milling Co., Kansas City, Mo.

The Car Shortage.

OTHO, IA.—Elevator filled since Nov. 20, with only ten cars shipped in December.

ROBERTS, IA.—Elevator filled since Nov. 1, with only seven cars shipped in December.

INDUSTRY, IA.—One elevator has been filled since Nov. 5, with only five cars shipped in December. No grain was taken in between Dec. 10 and Jan. 4.

FARMERS ARE HAULING GRAIN overland 15 miles in some cases to Laura, Ill., because the C. B. & Q. cannot furnish the elevator at Brimfield with cars.

THE CAR SHORTAGE SITUATION is easing, according to figures given out by the American Railway Ass'n. The total freight car shortage on Jan. 1 was 59,892, which was a little over 50% of each of the shortages of 105,527 cars Dec. 1, and 114,908 cars Nov. 1.

SIDNEY, O.—The inability to secure sufficient cars is working quite a hardship upon the grain elevators in this immediate section. Quite a number of elevators have been forced to close a few days at a time, as the railroads can only afford an occasional relief.—H. W. Wise, mgr., W. H. Perrine & Co.

NEBRASKA'S CAR SHORTAGE was the subject of a resolution introduced in the Nebraska House, the railway commission being asked to furnish data on the ability of the railroads to move grain now awaiting delivery to Nebraska elevators, and whether or not the railroads will agree to keep a sufficient number of box cars in the state at all times to move grain within a reasonable time after cars are ordered.



Reinforced Concrete Storage Bins for the Southwestern Milling Co. at Kansas City.

Oregon Meeting Favors Bulk Handling

The grain growers of Oregon held a conference at the Oregon Agri. College at Corvallis on Jan. 4 and 5, at which the principal topic of discussion was bulk handling of grain.

W. J. Kerr, O. A. C., was the first speaker of the convention, giving a general survey of the grain handling movement. He was followed by M. Yoder, in charge of the U. S. Dept. of Agriculture's grain standardization laboratory at Portland, who discussed grain grades and standardization in the northwest. R. D. Jarboe, chief grain inspector of Tacoma, Wash., then reviewed grain grades and their results in Washington state.

Discussing grain grades from the exporter's point of view, N. A. Leach of Portland, said:

WHEAT GRADES AS SEEN BY EXPORTER.

In this district, which comprises Oregon, Washington, a part of Idaho and Montana, and the northern part of California, conditions are different from any other section of the United States. We have a different type of wheat altogether, and a great many more varieties. For this reason I doubt very much if the system of grades, as established in the East, will apply to this district. We have something like thirty different kinds of wheat grown in various sections of Oregon, Washington and Idaho. We cannot, of course, grade each one separately. We must group the different varieties into classes and form a few grades as possible, but after doing this I am unable to figure out how we are going to have less than six classifications.

At the present time practically all of our wheat for export is sold in standard samples made up by the Portland Chamber of Commerce. A new set of samples is made up each year, just as soon as it is possible to determine what the crop is like, and enable the committee to make representative samples.

Our export demand is principally for a white wheat, and a very large proportion of our sales are made on two standard samples, one known as No. 1 bluestem, which consists principally of Fortyfold, Palouse bluestem and other similar types of wheat. The other is known as white Walla. This sample is made from the various types of club wheat, also takes in the white hybrids, early Wilbur and Sonora.

Occasionally a part of a cargo is sold on a standard sample known by exporters as red Walla, which is made from red Russian, red hybrid, fire and other soft red varieties.

These standards have been in use for years and are well known to foreign buyers. For this reason it is more than likely an effort will be made to retain them when making up new grades. I understand there will be some objection to their adoption, also a possibility that they cannot be used under the U. S. Grain Standards Act. If this proves to be the case, or if it is deemed advisable to make a change, then I would suggest that we make up a grade to be known as export bluestem. Under this classification I would include Forty Fold, Gold Coin, Galgalis, Palouse and all other low grade types of bluestem. I might add that anything that would be classed as bluestem and not strong enough, or desirable for milling, would then be graded as export bluestem.

A suitable name for our club and other similar types of wheat is the next most important matter to be considered. If white Walla is not desirable, then I would suggest white spring, and if this is not specific enough, then soft white spring. It should be just as short as possible, for this reason I would favor white spring. In this class I would include little club, red chaff club, Jenkins club, early Wilbur, Sonora, white valley and all white hybrids.

At present exporters class all red varieties as red Walla. If a change is necessary, I would suggest soft red winter. We cannot use simply red winter, as turkey is also a red winter wheat. In this classification

I would include red Russian, Red Cross, red Valley, red hybrid, fire, Cox and all other similar types of soft red wheat. I would suggest the bluestem, Allen, early Bart and Martin Amber be classed as milling bluestem, turkey red as hard winter and Marquis as northern spring.

I would also suggest that we have four grades in each classification of both milling and export varieties. We only have three at the present time.

In the State of Washington all milling varieties that are sound, dry, plump, of good color, free from dust or smut, and testing not less than 60 pounds, are graded choice milling, the same testing 58 lbs. would be graded No. 1 and so on.

I would change the system so as to put a premium on all grades of good, heavy, clean wheat. Any wheat that tests 60 pounds or better, free from smut, weed seed, dust, trash, and true to color, not mixed, should be graded No. 1. All varieties of wheat that are graded No. 1 under our present system and testing 58 pounds should be graded No. 2. Our No. 2 wheat should be graded No. 3 and so on. If this change was made most of our contracts would call for No. 2 wheat. Instead of basis No. 1, as at present. This is true in nearly all other markets so far as I know.

No inducement is given a farmer at present to clean his wheat and make it test better than 58 pounds. If it tests 58, it is graded No. 1. If 59, it is No. 1, and if 60 or 61, it is still No. 1. I have passed on many cars of wheat that were full of chaff or other foul stuff, that tested 57½ to 58 pounds. The same wheat if properly cleaned would easily have tested 60 pounds. The farmer is led to believe that it does not pay to ship clean wheat. I am told from a reliable source that from a large number of threshing machines inspected during the past harvest 98 per cent were so arranged that weed seed could not be separated from the wheat. If this is true, the owner of the machine would gain by it, the railroad company would also gain by increased tonnage, and the farmer gain by increased price. The farmer must buy bags for hundreds of cars of dust and weed seed, that should never leave the farm. I am in favor of preventing this so far as possible by paying a premium for good clean wheat, and grading down for stuff that cannot be used for any purpose.

In establishing our new grades under the U. S. Grain Standards Act one of the most important things to be discussed at the coming hearing is the question of discounts. Parties that I have talked to, who are in close touch with the new order of things, seem to be under the impression that mixed or smutty wheat will not be graded at all. If this proves to be true we will be just as bad off as we are at the present time, for a very large proportion of our crop is affected with smut, which seems to be getting worse all the time.

In the State of Washington under the present inspection laws they dock for smut; they arrive at the dockage on a percentage basis, which, in my mind is the only correct way to grade smutty wheat. In Portland we guess at it, and very often there is a vast difference of opinion between the buyer and seller, occasionally there are hard feelings and a loss of a good customer.

A small scouring machine now on the market will show the exact per cent of loss in any sample of smutty wheat. One of these should be in every inspection office. The buyer should not be required to place discounts on any wheat where inspection is requested. It should be done by a disinterested party. If this system is adopted, practically all of our smutty wheat will be graded either two, three or four, if smutted. The grade will depend, of course, on the test, and general appearance of the sample after it has passed thru the scouring machine. The certificate would show the gross weight of the shipment. It would also show the per cent of loss, to which would be added the cost of cleaning and a small per cent for cracked if a very bad sample. I understand there is also a washing machine on the market that will show the same results.

W. B. Dobson, sec'y Portland Chamber of Commerce, started the discussion of bulk handling with a paper from which we take the following:

Commercial Aspects of Bulk Handling.

Following completion of the Panama Canal the general impression prevailed that bulk shipment of grain from the Northwest would become an immediate reality. Before any tests of this character could be made the European war occurred, and with it came a high price on tonnage that has forced the movement of northwestern grain across the continent to the Atlantic seaboard.

Other difficulties are of moment and must be eliminated. First, it is declared that the bulk handling facilities at or near the point of origin must be provided. This, I believe, is being done by the farmers themselves, directed by the Farmers' Union, as from 35 to 40 small bulk handling plants have been erected in the Pacific Northwest the past year. Second, it is pointed out that the smut conditions, which are emphasized in the Pacific Northwest more than perhaps any other large producing center of the country today, are a serious factor. Third, it is further stated that the large variety of wheats produced in the Northwest, due to the hybridization that has resulted from the teachings of the Agricultural Colleges of these states, makes it very difficult to establish grades of distinct varieties which would give due recognition to the producers for good quality and yet insure a movement in sufficient volume to warrant bulk handling.

In view of the fact that bulk handling for the Pacific Northwest has prevailed in at least a portion of the shipment, and particularly in the export movement to the Atlantic seaboard the past two years, it seems to me quite clearly proven that the smut and hybridized grains are not a factor beyond control. If the grain could be moved across the continent for shipment to Europe and handled in bulk from Atlantic seaboard points in that manner, it would seem that there is no sound reason why the same could not be worked out in a movement to the Pacific seaboard and handled thence in bulk. If our producers and dealers get together in an energetic manner, it would appear certain that the difficulties presented may be overcome and the economies possible in bulk handling be realized.

During the discussion following this paper it was brought out that Seattle has a total bulk storage capacity of 1,000,000 bus., and Vancouver, B. C., 1,125,000 bus., while Portland has so far failed to provide facilities to handle other than sack grain.

Papers followed discussing bulk handling at interior points, handling and storing of grain on the farm, bulk handling at the terminals, and bulk handling in Washington.

Robt. Bridges, pres. Port of Seattle, took occasion to point out the advantages of Seattle as a shipping point, calling attention to the handling facilities, the state grades, and also to the washers and smutters for cleaning, and the drier which is being installed.

Little opposition to the movement for bulk handling was offered. N. A. Leach and D. A. Pattullo of the Crown Mills were skeptic, stating that heretofore bulk handling had not proved satisfactory in handling northwest white wheat, because of the different grades and varieties. They stated that it was necessary to mix the various grades received to secure required standards. Representatives of railroads declared that bulk handling would become the practice, and that although they might have difficulty in supplying cars, they will be ready to take care of the business.

The views of the ship owners were presented by A. Tucker of Meyer Wilson & Co., who called attention to three ships which were loaded with bulk grain for Europe, not one of the three cargoes arriving in good condition. Since then, he stated, western exporters have been shipping in sacks. His assertion that eastern exporters were loading two-thirds bulk and the other third sacks was contested.

The result of the discussion was that

the following resolution was unanimously adopted:

FAVOR BULK HANDLING.

WHEREAS, The discussions at this convention have brought out plainly the facts that the handling of grain in sacks throughout the Pacific Northwest is inconvenient, and results in an economic loss of magnitude.

RESOLVED: That all quotations of wheat prices in the northwest shall hereafter be considered by all parties in grain transactions to be for bulk grain unless distinctly specified otherwise, and that in any instances where grain is sacked for convenience of either buyer or seller, the sacks shall be returned to the producer, if owned by him, or its equivalent in value shall be returned.

Other papers of interest were the discussion of terminal marketing as viewed by the wheat buyer and exporter, by M. H. Houser of Portland, a paper on elevator organization by H. Macpherson, O. A. C., and one on equipment of elevator organization by J. J. Ross, Portland. Discussion of country elevator construction was general.

An interesting illustrated lecture on The Columbia River as a world's grain port was given by G. B. Hergardt, sec'y Commission Public Docks, Portland.

One interesting feature in connection with the convention was the wheat show, which was said to be the most complete of its kind ever held. There were two phases of this show: one a collection of 300 types of wheat heads, with kernel display and yields under different farming conditions, the other a competitive exhibit in bushel lots, with good prizes offered for the best bushels of turkey red, early Bart, bluestem, and for western Oregon white wheat. The object of the show was to show the growers which variety was best suited to their needs.

MEECH & STODDARD, INC., Middletown, Conn., have distributed a wall calendar advertising their sacked grain warehouse.

THE MILLERS' NATIONAL FEDERATION will hold a Millers' Mass Convention and Outing at Hollister, Mo., the week beginning May 28.

AN ELEVEN YEAR OLD BOY was found nearly frozen to death when a car of oats was opened at Ash Grove, Mo., Jan. 11. He had crawled into the car at Kansas City to sleep a little while, and before he awoke the car was sealed and sent out of the city. The Kansas City police were notified, and a return ticket has been wired to him.

Grain Car Dump.

Altho country grain shippers long ago abandoned the practice of shoveling the grain out of wagons in favor of the labor and time saving wagon dump, the shovel method of unloading railroad cars still is retained in every big terminal elevator, the labor lightened by having the shovels pulled by ropes winding on a power drum.

The difficulty of adopting the same principle of dumping to the railroad car is the great weight to be moved; but Henry Richardson, of automatic scale fame, has invented an unloading apparatus for cars, shown in the engraving, that will handle the weight without damage to the equipment.

The objects of the invention are to provide for the efficient support of both ends of the car and for the easy and quiet reversal of the car from one direction of tipping to another; to provide an apparatus which is so constructed that it occupies a minimum space and may be compactly duplicated in parallel juxtaposition whereby two cars may be simultaneously unloaded and their contents discharged into a common receiving hopper; to provide a tiltable table having such operative characteristics that the operation of the apparatus may be efficiently and certainly produced by a mechanism of extremely simple structural character; to provide for the automatic control of the operation of the apparatus and for the automatic interruption of such operation and the normal positive locking of the tilting table against movement consequent to certain positions of the bumpers which, during the operation of the apparatus, are positioned to prevent endwise movement of the car; and to provide for the automatic uncovering of the door opening of the car during the tipping of the car, thereby avoiding the necessity of cutting away the system of boards by which the door opening is normally closed.

As shown in the cross section, the two cars run in on tracks that are in an inclined position, which alone tends to throw the grain to one side of the car, and much will run out when the car is in this inclined position. The further emptying of the car is effected by the tipping on the rolling table shown in the longitudinal section. This table derives its motion from a cylindrical cam having a peculiarly curved edge, and rotating like the turn-table of a swing bridge. Each cylinder turns on four rollers and is

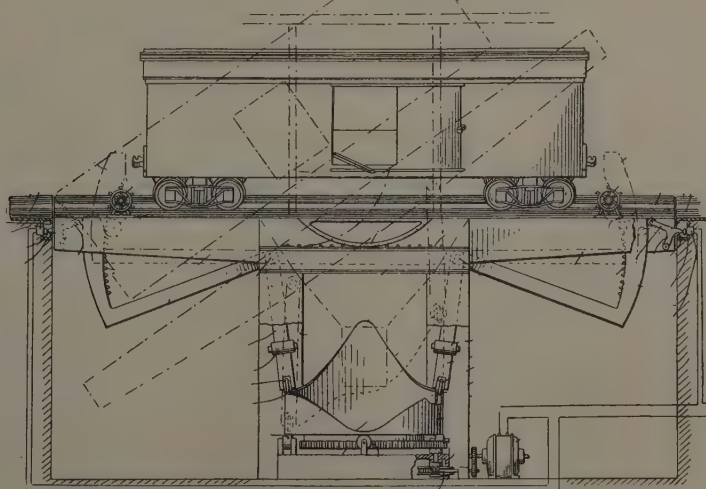
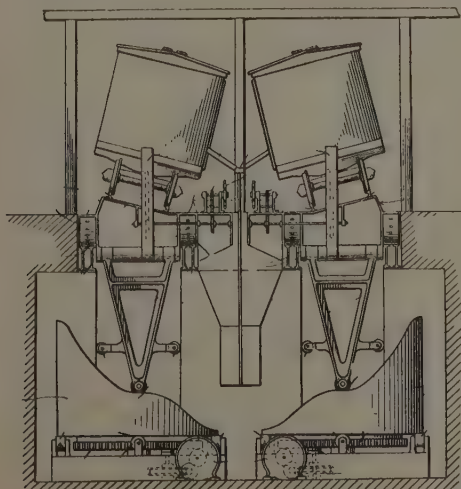
driven by an electric motor on the floor of the pit. Their rotation raises and lowers the V-shaped connecting rods, which in turn raise and lower the oscillating table.

An important feature of the rocker is that the curvature of its engaging face is along an arc which has as its center the approximate center of gravity of the car to be unloaded, in consequence of which, the table, with the car thereon, may be tipped to and fro in a longitudinal plane with the minimum expenditure of power for operation. The bumpers retaining the car in position are raised and lowered by two hand wheels engaging cogs.

The cam cylinder at all times provides a rigid support for both ends of the car and effects a quiet and reliable shift of the car from one direction of tipping to the other, thus counteracting any tendency to overbalancing due to the weight at one end of the car being greater, at a period of the unloading operation, than at the other end of the car.

When the car is tilted, the grain will sweep in a generally oblique direction from the elevated end thru the open or partly open door, such oblique travel of the grain being thru a plane inclined downwardly toward the center of the car in a longitudinal direction and downwardly and inwardly toward the lowest point of the door in a transverse direction. The number of tipping operations required to effect the complete unloading of the car is relatively small, amounting, in average cases, to four effected during two revolutions of the cylinder.

Owing to the inward and downward transverse inclination of the platform 4 and the like inclination of the car A, said car may be completely unloaded of its grain by a succession of longitudinal tilting movements, and it is unnecessary to resort to any transverse tilting movements or oscillations thereof to complete the unloading operation, in consequence of which the operating means for the apparatus may be of very simple mechanical character and, considering further that the approximate center of gravity of the car forms the center of the arc along which the car is oscillated, liability of the car getting beyond control is rendered negligible and it is altogether unnecessary to provide any special control apparatus. Letters patent No. 1,209,621 on this invention, have been granted.



Richardson's Tilting Car Unloading Dump.

Interpretations Under Grain Standards Act.

In addition to those already published in the Journal the Office of Markets and Rural Organization, in Service and Regulatory Announcements No. 17, has given the following opinions and interpretations under the Grain Standards Act:

State Board of Appeal.—With reference to the work of state boards of grain appeals it is the opinion of the Dept. of Agriculture that the fact that a party may have taken an appeal from an inspection and grading under the Act by a licensed inspector to some other body, which had acted thereon, would not be ground for refusing to hear and determine an appeal taken from such inspection and grading to the Sec'y of Agriculture in compliance with the Act and the rules and regulations prescribed thereunder; and, therefore, that the decision of such other body would not be final, so far as this department is concerned.

Retail lots moved interstate, even as small as 300 bus. or less, are subject to the federal act and must be inspected or reported to the Sec'y of Agriculture.

Designation of Grades.—If by "No. 2 Yellow" you mean No. 2 Yellow of the official grain standards of the United States, and use the term [name of city] merely as explanatory matter independent of the grade, such as to indicate the place from which the grain is shipped or where it is represented to be No. 2 Yellow, and use no terms to designate the grade other than those used in the designations of the official grain standards of the United States, it is believed that you might sell your corn under the designation you suggest, in the class of transactions referred to, without offending the provisions of the United States grain standards Act. If, on the other hand, by "[name of city] No. 2 Yellow" you mean something different in any particular from No. 2 Yellow of the official grain standards of the United States, or use any terms to designate the grade other than those used in the designations of the official grain standards of the United States, it is believed that the sale and shipment of the grain under such designation, in the transactions mentioned, would be in violation of the Act.

Inspection of Bag Lots.—Subject to the third proviso in section 4 of the Act, all grain for which standards are established thereunder and which is sold, offered for sale, or consigned for sale by grade must, as a condition to its shipment or delivery for shipment, in interstate or foreign commerce, be inspected and graded by a licensed inspector either at the point of shipment, at some point en route, or at destination. This requirement applies to bag lots, as well as to grain in carload or other lots, and is complied with in all transactions entered into on and after December 1, 1916, involving shipments of shelled corn from — in interstate or foreign commerce, unless there be no licensed inspector located either at — or at the point to which the shipment is made. If there be no licensed inspector at either the shipping point or the destination, the grain may be shipped without any inspection under the Act in accordance with the third proviso to section 4.

No Specific Moisture Tester Required.—With reference to the moisture tester equipment, the department does not prescribe the exact appliances and equipment which a licensed inspector must possess. It is only necessary that he have such appliances and equipment as will enable him accurately to determine the grade of a given lot or parcel of grain in accordance with the official grain standards of the United States, the responsibility in each case of determining the true grade resting upon him.

Appeal on Loading into Vessel.—Sec. 6 of the Act provides that any appeal from such inspection and grading to the Sec'y of Agriculture shall be taken before the grain leaves the place where the inspection appeal was made. It is believed that the identity of the grain has been lost under such rules and regulations as the Sec'y of Agriculture shall prescribe, it is believed that the word "place" has the same broad application as the words "point" and "place" in section 4. Consequently it would seem that it can not be said that the grain has left the place where the inspection appeal from was made merely because at the time of taking such appeal the grain is in the hold of the vessel, although at the time the inspection was made the grain was in the elevator or running from the elevator to the ship. On the other

hand, if the grain be mixed with other grain in the vessel, or in any other way its identity be lost in loading it into the vessel, then, of course, the appeal could not be taken. Furthermore, even though an appeal be properly taken, if representative samples are not furnished or can not be obtained from the grain in the vessel, for the purposes of the appeal, it would be necessary to dismiss the appeal for lack of sufficient evidence upon which to act.

In view of the practical difficulty with respect to unloading grain which has already been placed in the hold of a vessel or barge, it is suggested that arrangements should be made by which the inspection can be had and the appeal, if any, taken before the grain actually enters the hold of the vessel or barge.

Services to Non-Members of the Board of Trade.—A licensed inspector may not refuse to inspect, grade, and certificate the grade of grain for persons whose grain must be inspected under the Act, merely because they are not members of the organization by which such inspector is employed. Your attention is invited to regulation 2, section 11, and regulation 8, section 6, of the rules and regulations of the Secretary of Agriculture under the Act.

Even though the fee charged to a non-member be larger than that charged to a member, it would not necessarily follow that such charge is discriminatory or unreasonable. The department recognizes that there may be a justifiable difference between the fee charged to a member of an organization and that charged to a non-member for inspection services rendered by its employees. The question is one which must be decided upon the facts in each case as it arises, and the department expects to give close attention to the matter.

Issuance of Certificate by Unlicensed Inspector.—Replying to the operator of an Indiana transfer elevator inclosing a form of document which is issued by the official weighmaster and inspector of the elevators, presumably in the employ of your company, certifying to the weight and grade of a given car lot of grain for the account of a designated customer, Chief Brand states that it appears that the weighmaster and inspector who issued the certificate submitted by you is employed by your company to inspect and grade the grain for your purposes, and does actually certify in writing to its grade. It is believed, therefore, unless he holds a license under the Act, that his issuance of such certificate for any grain for which standards shall have been established under the Act, for shipment or delivery for shipment in interstate or foreign commerce, would be in conflict with the provision in sec. 7.

Private Samplers May Give Opinion on Grade in Writing.—You examine the grain and determine for the benefit of a party or parties to the contract, first, whether the grain meets the general requirements, such as a given per cent of moisture, within the limits of the grade specified in the contract; or, second, whether the grain is midway between the maximum or minimum limits of the grade specified and therefore calculated to arrive at the buyer's market in a satisfactory condition as to grade; or, third, whether the grain is the top of the grade specified in the contract and therefore warrants the payment of a special price asked by the seller. You also propose to examine grain that has been inspected and graded by a licensed inspector under the Act, and advise an interested party whether it warrants an appeal from the determination of such licensed inspector in accordance with the rules and regulations of the Secretary of Agriculture under the Act.

If my understanding of the facts be correct, and you refrain from violation of the provisions of section 7 of the Act the services described appear to be legitimate functions which may be carried on by you without conflict with the provisions of the United States grain standards Act. It is believed, also, that you may communicate the results of such services in writing.

However, the copy of certificate submitted by you, while not strictly a certificate of grade, is so framed that it may readily be confused with a certificate of grade issued by an inspector. It is suggested that you modify its form so as clearly to differentiate it from a certificate of grade.

Double Inspection at Interior and Seaboard.—Would it be permissible under the 200,000 bushels of No. 3 mixed corn, Chicago inspection, by shipment from Baltimore to European port without inspection again at Baltimore? In this instance the grain

would be bought as No. 3 mixed corn in Chicago, but we would get on a shipment from Chicago to Baltimore only the railroad B/L, and would have to take out an ocean B/L from here to the European port. In other words, there would be no possibility of getting a through bill of lading for the shipment. If the transaction is feasible, the European buyer would require an endorsement on the inspection certificates showing that there had been loaded on this steamer the actual corn received from Chicago, covered by the Chicago inspection certificates, and that the identity had been preserved. This is the exact manner in which Canadian grain is shipped through here and also grain on inspection from such markets as Duluth.

It is assumed from the facts stated that two transactions are contemplated: One, by which you buy from the interior certain corn on interior inspection for shipment to Baltimore; the other, by which you sell the identical corn to a European buyer, pursuant to which you ship it from Baltimore to the European buyer, on the assumption be correct, it is the opinion of this Office that you would be required under the United States grain standards Act to have the corn inspected at Baltimore by a licensed inspector.

Inspection of Sacked Corn.—At a market it is customary to inspect inbound grain, in the car, before it reaches the warehouse or elevator to which it is destined. The inspection of inbound sacked grain is based on samples drawn at random from sacks on top, at the ends, and at the doorway. Upon the basis of this inspection a certificate is issued. If, in the course of unloading at the warehouse or elevator, it appears that the grain or any portion of it is not up to the grade shown by the certificate, the chief inspector is notified. Thereupon, he makes a reinspection, being then able to examine and sample any and every portion of the grain, and issues a certificate which supersedes the certificate previously issued. In handling sacked grain outbound, it seems to be customary on the part of your merchants to sack and immediately load the grain into waiting cars, which, under ordinary conditions, are available for the purpose. The inspection and sampling take place after the grain is loaded into the car, in the same manner as in the case of inbound grain, except that there is only one inspection and there is no reinspection.

Chief Brand states in reply that the present methods of inspection in your market are such that it would seem advisable that some change be made in order to fully effectuate the purposes of the Act. Any method of procedure adopted must give full consideration to the important matter of procuring correct and representative samples as a basis for the determination by the licensed inspector of the grade of the grain involved.

Substantially the following method was found to have been adopted, and to be in use, in an elevator in another market where it has given entire satisfaction. Similar methods are understood to be in use in other markets. When present during the sacking, the inspector inspects and samples the grain at that time. At times, the inspector assigned to the house can not be present during the sacking and loading of the grain, the sacks are piled up on the floor of the house in separate lots for each car in such manner that any sack in each lot is readily accessible for sampling purposes, and the loading is postponed until after the samples have been drawn. If the loading takes place before the certificate is issued, it is subject, of course, to the possibility that the grain may have to be unloaded in case the grade determined by the inspector or, as would be the case under the Act, by the Secretary of Agriculture on appeal to him, prove to be lower than that assigned by the house. It is believed that the houses at your market could arrange to have the service performed in the same manner.

In connection with the two methods which have been discussed the matter of the installation of some kind of an automatic sampling device between the bottom of the bin and the top of the sacking machine in elevators has been considered. It appears that in your market this could only be installed, if at all, in three or four houses. It would seem that whether the one method or the other be adopted the installation of such a device would be desirable if feasible, because of the fact that thereby an unquestionably accurate sample could be obtained from any or every sack of grain and the proper identification of the sacks and the samples drawn therefrom is relatively easily cared for. A device serving a similar purpose is already in successful use, but the department has not worked out the form or specifications

of one suitable for the particular purposes under consideration and merely presents the idea.

In cases where grain is not loaded while an inspector or employee of the inspection department is present some means should, of course, be provided by which the sacks actually loaded into the car could be safely identified as those covered by the certificate of grade. This could be done in the stenciling or tagging of the outgoing sacks.

Moisture Tests in Grading Wheat.

BY J. W. T. DUVEL.

[From an address at Dover, Del.]

The grading of commercial grains would be a comparatively simple task were it possible to measure exactly or accurately define all of the various factors which must be taken into consideration in grading. This, however, is not the case. Some of the factors, such as moisture content and weight per bushel, can be satisfactorily measured, but there are other factors which govern quality and condition that are dependent on years of experience. You can't make a grain inspector in a day merely by giving a man that title. This is expert knowledge which comes only through experience and some men would never be able to inspect accurately and grade commercial grain.

The grade rules that are in use at present in the various markets provide for wheat that it shall be dry, reasonably dry, damp or wet. What these terms mean is subject to such wide diversity of opinion that it is deemed expedient in the new standards to provide a somewhat more definite description in the way of moisture limitations. I do not believe it will be necessary or expedient, however, to fix definite maximum limits of moisture for all of the grades, but merely such limitations that will cover wheat and oats of the lower grades.

From the table it will be seen that there is considerable variation in the moisture content of red winter wheat of different crops. The crop of 1911 showed that 67.1 per cent of the samples contained a water content of 12 per cent or less, the average for the crop being 11.5 per cent; while the wet year of 1915, which you no doubt recall with many regrets, showed only 2 per cent of the samples with a moisture content of 12 per cent or less, the average for the year being 15 per cent.

In all years combined we find a minimum of 8 per cent, a maximum of 19 per cent, and an average of 12.1 per cent. In all years combined we likewise find that 53.3 per cent of the samples of soft red winter wheat (exclusive of samples with garlic) contained a moisture content not to exceed 12 per cent and 75.4 per cent of the samples did not contain to exceed 13 per cent of moisture.

It would therefore seem entirely probable that in the fixing of standards on the basis of a moisture percentage, that such standards could be so adjusted as to eliminate the necessity of actual moisture tests in at least 50 per cent of the cars received at primary markets, in that the licensed inspectors can readily determine that the wheat is dry enough to come within the limit fixed.

SOFT RED WINTER WHEAT—MOISTURE CONTENT—TERMINAL MARKET RECEIPTS—ALL GRADES.

Crop	Min- imum.	Percentage of samples falling within following ranges.										Max- imum.	Aver- age.
		10.0 or below.	10.1 to	11.1 to	12.1 to	13.1 to	14.1 to	15.1 to	16.1 to	17.1 to	18.1 or over.		
1911	8.0	12.6	22.5	32.0	21.8	6.6	1.2	0.8	0.4	0.1	18.5	11.5	
1912	8.4	7.0	12.4	23.7	21.7	17.8	10.8	1.6	0.9	0.3	15.6	12.7	
1913	7.8	11.7	20.7	27.8	25.4	11.7	1.7	0.7	0.0	0.0	17.7	11.8	
1914	8.7	9.1	18.7	27.2	29.2	11.6	2.5	0.5	0.0	0.0	15.5	11.8	
1915	10.8	0.0	0.8	1.2	2.4	13.3	36.6	34.9	7.2	3.6	19.0	15.0	
1916	9.4	4.3	10.6	19.1	25.5	23.4	12.8	4.3	0.0	0.0	15.5	12.6	
All yrs.	8.0	9.5	18.0	25.8	22.1	11.3	6.8	5.0	1.0	0.5	19.0	12.1	

Damages of \$145,830 for Failure to Furnish Cars.

In affirming a decision of the Supreme Court of Pennsylvania granting the Sonman Shaft Coal Co. judgment for \$143,830.25 damages against the Pennsylvania Railroad Co., the Supreme Court of the United States last month denied the allegation by the railroad company that on these interstate shipments the action could not be entertained by a state court.

In too many instances since the enlargement of the Interstate Commerce Act the railroad companies have taken refuge behind the Interstate Commerce Commission or the Federal Courts whenever the state statutes provided justice to the shippers.

Justice Van Devanter of the United States Supreme Court said:

It is true that §§ 8 and 9 deal with the redress of injuries resulting from violations of the act, and give the person injured a right either to make complaint to the Interstate Commerce Commission or to bring an action for damages in a Federal court, but not to do both. If the act said nothing more on the subject it well may be that no action for damages resulting from a violation of the act could be entertained by a state court. But the act shows that §§ 8 and 9 do not completely express the will of Congress as respects the injuries for which redress may be had or the modes in which it may be obtained, for § 22 contains this important provision: "Nothing in this act contained shall in any way abridge or alter the remedies now existing at common law or by statute, but the provisions of this act are in addition to such remedies." The three sections, if broadly construed, are not altogether harmonious, and yet it evidently is intended that all shall be operative. Only by reading them together and in connection with the act as a whole can the real purpose of each be seen. They often have been considered and what they mean has become pretty well settled. Thus we have held that a manifest purpose of the provision in § 22 is to make it plain that such "appropriate common law and statutory remedies" as can be enforced consistently with the scheme and purpose of the act are not abrogated or displaced (Texas & P. R. Co. v. Abilene Cotton Oil Co. 204 U. S. 426, 446, 447, 51 L. ed. 553, 561, 562, 27 Sup. Ct. Rep. 350, 9 Ann. Cas. 1075); that this provision is not intended to nullify other parts of the act, or to defeat rights or remedies given by earlier sections, but to preserve all existing rights not inconsistent with those which the act creates (Pennsylvania R. Co. v. Puritan Coal Min. Co. 237 U. S. 121, 129, 59 L. ed. 867, 872, 35 Sup. Ct. Rep. 434); that the act does not supersede the jurisdiction of state courts in any case, new or old, where the decision does not involve the determination of matters calling for the exercise of the administrative power and discretion of the Interstate Commerce Commission, or relate to a subject as to which the jurisdiction of the Federal courts is otherwise made exclusive (id. 130); that claims for damages arising out of the application, in interstate commerce, of rules for distributing cars in times of shortage, call for the exercise of the administrative authority of the Commission where the rule is assailed as unjustly discriminatory, but where the assault is not against the rule, but against its unequal and discriminatory application, no administrative question is presented and the claim may be prosecuted in either a Federal or a state court without any precedent action by the Commission (id. 131, 132); and that, if no administrative question be involved, as well may be the case, a claim for damages for failing upon reasonable request to furnish to a shipper in interstate commerce a sufficient number of cars to satisfy his needs may be enforced in either a Federal or a state court without any preliminary finding by the Com-

mission, and this whether the carrier's default was a violation of its common-law duty existing prior to the Hepburn Act of 1906, or of the duty prescribed by that act.

Applying these rulings to the case in hand, we are of opinion that a state court could entertain the action consistently with the Interstate Commerce Act. Not only does the provision in § 22 make strongly for this conclusion, but a survey of the scheme of the act and of what it is intended to accomplish discloses no real support for the opposing view.

With the charge of unjust discrimination eliminated, the ground upon which a recovery was sought was that for a period of four years, during which the conditions were normal, the carrier had failed upon reasonable demand to supply to a shipper in interstate commerce a sufficient number of cars to transport the output of the latter's coal mine. Assuming that the conditions were normal and the demand reasonable, it was the duty of the carrier to have furnished the cars. The duty arose from the common law up to the date of the amendatory statute of 1906, known as the Hepburn Act, and thereafter from a provision in that act which, for present purposes, may be regarded as merely adopting the common-law rule. There was evidence tending to show, and the jury found, that the conditions in the coal trade were normal and the demand for the cars reasonable. Indeed, without objection from the carrier, the court said when charging the jury: "There is no testimony disputing the claim of the plaintiff that these were normal times." The carrier insisted and the jury found that the carrier had a generally ample car supply for the needs of the coal traffic under normal conditions, and the jury further found that the failure to furnish the cars demanded was without justifiable excuse. Thus it is apparent that no administrative question was involved,—nothing which the act intends shall be passed upon by the Commission either to the exclusion of the courts or as a necessary condition to judicial action.

But there was testimony tending to show that the carrier was applying or following a rule for allotting cars which did not entitle the coal company to receive as many cars as it needed and requested, and because of this it is contended that the reasonableness of this rule was in issue and was an administrative question which the act intends that the Commission shall solve. We cannot accede to the contention. The conditions in the coal trade being normal, as just shown, the number of cars to which the coal company was entitled was to be measured by its reasonable requests based upon its actual needs. It is only in times of car shortage resulting from unusual demands or other abnormal conditions, not reasonably to have been foreseen, that car distribution rules originating with the carrier can be regarded as qualifying or affecting the right of a shipper to demand and receive cars commensurate in number with his needs.—37 Sup. Ct. Rep. 46.

A REAL LIVE WOLF was discovered trying to get into the grain exchange of Winnipeg, Jan. 7, and a flurry among the bulls and bears resulted. The traders chased the wolf back to the river flats from whence it was supposed to have been driven by hunger.

TOLEDO GRAIN DEALERS are trying to secure a flat rate of 78 per cent of the Chicago through shipment rates, and F. O. Paddock of Paddock-Hodge Co. and H. G. Wilson, traffic mgr. of the Commerce Club, presented strong arguments to H. R. Disque, special agent of the Interstate Commerce Commission last week when the rate case was reopened. Another hearing will be held at the Hotel LaSalle, Chicago, in two weeks.

DISTRIBUTION of cars by arbitrary rule of the carrier is attacked in the suit heard by Judge Welty at Bloomington, Ill., Jan. 16. W. R. Bach, attorney of the Illinois Grain Dealers Ass'n, represented the plaintiffs, K. Hitch & Kirk of Bondville, Ill., and H. I. Green of Urbana represented the defendant Illinois Central Railroad Co. Damages of \$1,000 are asked. The same question of car distribution is now before the Illinois Public Utilities Commission at Springfield.

Seeds

THE D. LANDRETH SEED Co., of Philadelphia, is now entering the 133rd year of its career.

PETOSKEY, MICH.—Allen Leismer has purchased the seed and implement store of H. Leismer & Sons.

JACKSON, MICH., Jan. 10.—The outlook is for a fair acreage of all seeds excepting blue grass, which is now grown here.—S. M. Isbell & Co.

ATWATER, MINN.—Seventy-two bushels of oats an acre were yielded from three bushels of Minnesota No. 295 oats planted by Geo. Enbloom last year.

A PRIZE LOAD OF ALFALFA brought Z. T. Smith of Fort Pierre, S. D., \$2,400 when sold for him by the Central S. Dak. Seed Growers Ass'n at 50c per pound.

BOZEMAN, MONT.—Samples of seed to the number of 5,032 were submitted to the state grain laboratory at Bozeman to be tested for germination and purity during the year 1915-16.

SELMA, ALA.—Dallas Seed & Produce Co. has been incorporated with a paid in capital stock of \$6,000. The incorporators are G. B. Smith, P. J. Kelly, L. Barnes, and L. Erlenboch.

SHERMAN, TEX.—The supply of sudan grass and sorghum seeds of all classes is very short, and prices are 2 to 5 times higher than last season.—A. M. Ferguson, Ferguson Seed Farms.

A BILL, H. B. 35, has been introduced in the Indiana Legislature providing that forage seeds must be tested and reach a standard set by Purdue university agricultural experiment station.

ATLANTA, GA.—The Letton-De Foor Seed Co. has taken over the business formerly run by the McMillan Seed Co. The new firm is composed of W. H. Letton and J. C. De Foor, experienced seed men.

A CARLOAD OF ALFALFA seed brought over \$5,000 to Wm. Gregory of Cottonwood Falls, Kan., when sold to the Sioux City Seed Co. of Iowa at \$6.75 per bushel. The lot was part of 850 bushels raised on 150 acres.

KANSAS CITY, KAN.—The Rudy-Patrick Seed Co. is adding 10 to 12 storage bins of wood construction to its plant, besides making other changes to accommodate its growing business. Geo. R. Spaulding is doing the work.

SENATOR HARRY C. WHITE, of Garrison, Ia., is considering the introduction in the state legislature of a bill which will provide for the prosecution of seed companies selling seed not up to the guarantee, in the counties in which the sales are made.

WELLS, MINN.—Clover and timothy are two crops that are gaining in importance every year and the farmer realizes their value in his rotation. The past year both clover and timothy yielded well and the result is that there is a lot of seed still in the country which the farmers will use amongst themselves. There is only a limited quantity of alsike, clover and alfalfa grown, likewise blue grass, and these crops are negligible as far as seed goes. There will no doubt be an increased acreage this coming year in corn, oats, barley, buckwheat, clover and timothy, with plenty of home seed to plant it and some to spare for outside trade.—Minnesota Seed Corn Co.

CORVALLIS, ORE.—The State Pure Seed Board has received reports that seeds are not being properly labeled. Farmers have been urged to buy only labeled seed and to report to the State Dairy and Food Commissioner any violations of the law.

THE AMERICAN SEED TRADE Ass'n's Executive Com'te has been called to a meeting on Jan. 30 at the Vanderbilt Hotel, New York City, by the president, Kirby P. White, to decide where to hold the next convention and to arrange the program.

SEED WHEAT FROM FAVORED portions of Kansas is being collected by the Santa Fe R. R. to be distributed along its line next fall to the farmers. It will be exchanged, bushel for bushel, for ordinary wheat. About 40,000 bushels were distributed in this manner last fall.

CHICAGO BOARD OF TRADE standing com'tes have been named as follows: Flaxseed Inspection, W. E. Hudson, J. J. Fones, and Adolph Kempner; Arbitration com'te on Grass and Field Seeds, Adolph Kempner, G. S. Green, C. A. Heath, J. E. Brennan, E. A. Doern, A. L. Somers, and T. M. Hunter.

ALFALFA IN THE HIGH ALTITUDE of Peru will be the subject of special study by Dr. M. M. Ellis of the Uni. of Colorado. Acting in conjunction with the Denver Chamber of Commerce, this institution is sending Dr. Ellis to South America to study the plant with the hope that his investigation may help Colorado to raise alfalfa on its high plateaus.

A SEED GROWERS DIRECTORY of Iowa will be issued immediately after the close of the Ames corn show, by the Iowa State Corn and Small Grain Growers' Ass'n in co-operation with the Iowa State College. The directory will list the names of the members of the Ass'n with the kind and amount of seed they have for sale. The Ames corn show will close Feb. 3.

REMOVAL of the embargo on seeds was asked by the presidents of eastern railroads in conference at Chicago Jan. 18. A resolution asking all railroads east of Chicago to permit shipments of field seeds and seed grain was passed, and similar action will be requested of western roads. Seed trade ass'ns complained that altho this was the season for distributing their products, the embargoes left them no open routes to eastern and Canadian points.

Imports and Exports of Seeds.

Imports and exports of domestic seeds during November, 1916, compared with November, 1915, and for 11 months ending November, 1916, compared with the corresponding period ending November, 1915, as reported by E. E. Pratt, chief Bureau of Foreign and Domestic Commerce, were as follows:

	IMPORTS.			
	November—		11 mos. ending Nov.	
	1915.	1916.	1915.	1916.
Castor beans,				
bus.	116,775	82	837,386	1,025,814
Flaxseed,				
bus.	1,708,729	975,124	13,450,749	12,697,079
Red clover,				
lbs.	1,287,251	191,391	9,514,259	29,809,440
Other clover,				
lbs.	469,577	776,151	9,755,638	9,721,081
Other grasses,				
lbs.	736,036	559,047	24,286,184	9,194,399
EXPORTS.				
Clover, lbs.	1,185,181	1,085,375	8,202,536	4,952,125
Timothy,				
lbs.	1,571,513	1,665,073	14,298,847	10,415,161
Other grasses,				
lbs.	400,096	601,660	3,160,878	3,171,434
Cotton, lbs.	705,958	5,600	1,526,992	1,265,413
Flaxseed, bus.	148	96	4,911	1,624

From the Seed Trade.

MILWAUKEE, WIS.—The yields of everything in the grass and field seed line were only fair on the crop 1916, with the exception of timothy. We look for one of the biggest spring trades that we have ever had. Believe larger acreage of everything will be planted, especially those farmers that have gone into the dairy business, which has grown into enormous proportions. The stocks outside of timothy are only moderate. All will be sold and at higher prices before the season is over.—L. Teweles Seed Co.

LIGONIER, IND.—The acreage of red clover will be less this coming season than last year, due to the fact that much of the young clover was injured by the extreme drought last summer. The yield of clover seed was large this past season with us, but not nearly so large as was expected. The quality was very good. The farmers sold their seed readily as soon as hulled because of the high prices. No seed will be carried over by the farmers, practically all of it having been sold before this time.—N. Wertheimer & Sons.

TOLEDO, O.—Holders expect an enormous demand for clover seed, sufficient to clean up the domestic stocks. It's a domestic proposition this season. Europe cuts no figure except as a possible buyer of high grades. Latter depends on shipping conditions. German raiders are again active, and shipping circles correspondingly in the air. War not likely to end before seed season is over. Struggle at the moment seems more bitter than ever. Understand considerable seed has been sold to England and Scotland. Can it be shipped, or will it be resold on this side? Clean-up on this side is necessary to give us high prices at finish of the season. Short interest in our opinion is small. Longs may get their price if they stand pat. Lower prices will come if they commence selling generally.—J. F. Zahm & Co.

TOLEDO, O.—January prices for March clover seed frequently discount the spring demand. March expiration shows a decided drop from January expiration in each of the past five years. Smallest loss was 70c in 1913 and 1914. The largest loss was \$1.35 last year. The high point for February and March was scored in February in each of these five years. In each the low for the two months was made in March. Is this year an exception? Each year makes its own history. Conditions never the same in any two years. History of former years shows general tendency. Prices this year fairly high. Crop of the Central States, the greatest clover growing region, is ample for usual needs. The demand is the big question. Europe has a short crop. They have been exporting, but not to extent of last year. There have been frequent rumors that Europe would have to import seed. Small quantities have gone abroad but there have not been any large exports to the other side. There may be later. Any considerable export business would be a big help to values.—Southworth & Co.

SENATOR THOMPSON, of Kansas, has presented to the Senate petitions of the Mitchell Grain Co., of Mitchell, and the Farmers Grain Co. of Corbaum against an embargo on food products.

SAMUEL PLANT, of St. Louis, Mo., has been nominated for president of the Millers' National Federation and will be elected, as the other candidate, Robert R. Clark, has retired from the field.

Many Embargoes Still Effective.

The embargoes on the eastern movement of grain continue in effect, but with numerous exceptions and recent modifications that permit shipments when an outlet has been provided. The situation has been eased by the provision of more ships for seaboard loading and the letting up of the car shortage.

Baltimore & Ohio raised the embargo on its own road but not from its connections.

Illinois Central Railroad declared an embargo, effective Jan. 18, on shipments of wheat to New Orleans for export.

Baltimore & Ohio has removed the embargo on wheat, corn, and oats originating on their own lines east of Chicago Junction, Ohio.

Belt Ry. of Chicago, effective Jan. 7, on freight of any description for the N. Y., C. & St. L. R. R. Cars in transit will not be accepted.

Illinois Central and the Yazoo & Mississippi Valley, effective Jan. 17, on all shipments of wheat intended for export at New Orleans, La.

Baltimore & Ohio has declared an embargo on all freight west of Pittsburgh except engine fuel, Government freight and perishable goods.

C. M. & St. P. had an embargo on all freight except live stock and perishables from Jan. 13 to 20, for shipment to Chicago or points east of Chicago.

Pennsylvania modified its embargo No. 255 to permit shipments of oats when consigned to Baltimore for elevator No. 2 delivery upon prior arrangements being made thru Walter S. Franklin, Jr., division freight agent, Baltimore.

All embargoes to Galveston, Tex., have been raised because of the heavy export movement. Several more full cargo ships are reported enroute to the port. This has resulted in the release of several thousand cars. More than a million and a half bushels were exported from Galveston during the first week of Jan., most of it going to Great Britain.

Baltimore & Ohio, effective Jan. 8, modified its embargo Dec. 19 on eastbound carload freight to permit acceptance of freight originally routed via the B. & O. R. R. loaded and billed prior to Jan. 1, when destined to all B. & O. points. This does not permit acceptance of freight originally routed via other lines nor shipments restricted by other existing embargoes.

Canadian Pacific, effective Jan. 13, on all carload freight originating in the United States consigned to points in the United States; also on carload freight originating in the United States consigned to points in Canada, when from connections at Windsor, Ont., St. Thomas, Ont., Aberdeen, Ont., and Hamilton, Ont. Exceptions applying to shipments consigned to points in Canada include foodstuffs for animal consumption in Ontario.

Wabash, effective Jan. 6, extended its embargo of Dec. 26 on all eastbound freight from connecting lines at Chicago and Chicago Junction for Trunk line or New England territory, to prohibit acceptance of all freight from connections at junction point, both east and west of the Mississippi River, including cars loaded on switching lines, except livestock, perishable, provisions from packing houses, manufactured livestock, feed and fuel oil for all points in Trunk line and New England territory east of Niagara Falls and Pittsburgh.

Pennsylvania, effective Jan. 6, modified its embargo on freight for delivery at or via the port of New York to permit acceptance of all freight for Jersey City and piers 4 and 5, 27, 28 and 29, and 37th Street Stations, New York, North Fourth Street Station, Brooklyn, N. Y., 125th Street and Harlem River, New York, and Jay Street Terminal, New York, except hay and lumber for above stations, New York; also modified to permit forwarding of all freight destined Waverly, Newark or Harrison, N. J., and connections via junction points east thereof.

Baltimore & Ohio, effective Jan. 4, on all freight destined to Youngstown, O., from all connections on the New Castle, Pittsburgh & Cleveland division, except livestock, perishable and foodstuffs and U. S. Government freight.

New York Central, effective Jan. 16, further modified its embargo of Dec. 21 on all freight from connections at Buffalo, N. Y., or east thereof, or at Clearfield, Pa., or east thereof, except when originating at points on the New York Central System Roads, destined to points on or via the New York Central R. R. west of Buffalo, N. Y., or Clearfield, Pa., to permit acceptance of all freight from all connections destined to points on or via the New York Central R. R. west of Buffalo, N. Y., or Clearfield, Pa., not covered by other existing embargoes, and when authorized by Mr. G. H. Ingalls, Freight Traffic Manager, New York Central Lines, Chicago Ill. Card and revenue waybills covering all authorized shipments must bear notation "Authorized by Freight Traffic Manager, New York Central Lines, Authority No. ..."

Baltimore & Ohio, effective midnight, Jan. 22, modified its embargo on shipments for or thru Baltimore to permit acceptance of all shipments of wheat, corn and oats for export via Locust Point, Baltimore, from all points on B. & O. R. R. or B. & O. Southwestern Railroad, when loaded on tracks of B. & O. R. R. or B. & O. Southwestern. Embargo is further modified to permit acceptance of shipments of wheat, corn and oats from connections, including switching districts, only upon prior agreement with and permit by the general freight representative of the B. & O. R. R. at Baltimore. The B. & O. embargo on shipments of domestic grain to Mt. Clare Elevator has also been modified to permit acceptance of all shipments of wheat, corn and oats from all points on B. & O. and B. & O. S. W., except when originating at or west of Chicago Junction.

Pennsylvania Lines west of Pittsburgh, effective Jan. 6, further revised and continued in effect the embargo placed by these lines as revised Jan. 5, as follows: P. C. C. & St. L. R. R. Co. embargoes: All eastbound carload grain originating: on foreign lines within Chicago district when destined beyond switching limits of points on P. L. W. of P. At stations on foreign lines beyond Chicago district when delivered to P. C. C. & St. L. R. R. at junctions within Chicago district when destined to any point. At stations on foreign lines when delivered to the P. C. C. & St. L. R. R. at Hartsdale or North Judson, when destined to any point. Pennsylvania Company embargoes: All eastbound carload grain originating: Within the Chicago district when destined beyond switching limits of points on the P. L. W. of P.

At stations on foreign lines beyond the Chicago district when delivered to P. Co. via junctions within Chicago district, when destined to any point. At stations on foreign lines when delivered to P. Co. at Clark, Hobart, or Hamlet, when destined to any point. Carload freight originating on foreign lines, not affiliated, when destined to Alliance, Ohio, or to points on or via the E. & A. or C. & P. divisions, when routed via Alliance. This will not apply on freight from connections at Alliance intended for switch delivery on tracks of the P. Co. at Alliance. Carload freight destined to points on foreign lines, other than affiliated lines, reached thru Hobart, Ind., or thru any junction in the Chicago district when such freight originates at Alliance, Ohio, or at points on E. & A. or C. & P. divisions and routing thru Alliance; or at points beyond E. & A. or C. & P. divisions when routing thru Alliance via those divisions.

T. G. Jewett & Sons Corn Elevator at Portsmouth, O.

The new corn elevator recently completed by T. G. Jewett & Sons was designed and built by Mr. G. W. Donehoo. The machinery was furnished by the Philip Smith Mfg. Co.

This elevator has a capacity of about 70,000 bus. of corn. It has crib room for about 60,000 bus. and bin room for about 10,000 bus. Another crib just like the one shown in the picture is back of it. Each of these cribs are 101 ft. long, and 20 ft. to the square.

It has all modern equipment, a 40-h. p. gas engine, 1,200-bu. per hour sheller, a Mattoon car loader, a 1,400-bu. per hour rolling screen cleaner, a power hoist for dumping wagons, manlift and all other modern conveniences including electric lights.

This elevator is situated at the mouth of Scioto river at Portsmouth, Ohio, at the outlet of one of the most fertile corn sections in the world. It has access to a large territory of country and has splendid shipping facilities, being situated on the Norfolk & Western railway.

This elevator owned by T. G. Jewett & Sons is managed by Howard D. Jewett, probably the youngest grain dealer in the state. He has been at the head of the business for two years and has made a splendid success as well as having gained a reputation for being one of the shrewdest men in the trade. The young manager is but twenty years of age.



A 70,000 bu. Corn Elevator at Portsmouth, O.

Grain Carriers

BALTIMORE, MD.—Forty full cargo boats and eight others that would take part cargoes of grain were waiting to be loaded at this port Jan. 18.

CUMBERLAND RIVER navigation has been resumed between the Ohio River and Nashville, Tenn., which city is receiving steamer loads of northern corn.

A REDUCTION of the free time on export grain shipments is to be the subject of an early conference between the railroad and shipping representatives at Washington.—H.

THE RAILROADS received \$60,414,597 from grain elevators and other incidentals for the first nine months of 1916, according to statistics gathered by the Interstate Commerce Commission.

REGULATION OF EXCHANGE, HANDLING, and moving of cars on railroads engaged in the transaction of interstate business is the subject of H. R. 17854 which has been introduced into Congress.

MILLING IN TRANSIT RATES on wheat at Lewistown, Harlowtown, and Bozeman, Mont., are sought to be abolished by the Milwaukee and N. P. R. R. in petition filed with the Montana Railroad Commission.

IN THE BRIEF filed by Chas. Rippin for the St. Louis Merchants Exchange it is alleged that the Great Lakes Transit Corporation discriminates against St. Louis in favor of Chicago by 3 cents per 100 lbs. on grain products going to Buffalo.

THE QUESTION whether the proposed reconsignment charges shall become effective at once or after the lapse of the 30 days' statutory notice is said to have occasioned a difference of opinion among officials of the Interstate Commerce Commission.—H.

COMPLAINT regarding reconsignment of freight in carload lots has been filed with the Interstate Commerce Commission by Chairman Wm. D. Fulton of the Grain Board of the Boston Chamber of Commerce. A com'te has been appointed to co-operate with him.

BUFFALO, N. Y.—The Grain Clearance Corp., which makes good to consignees losses when grain laden boats unload less than received, reports heavy losses for the season. Owners are asked to make up the deficit. A. W. Thompson, Cleveland, has been elected president.

ARRANGEMENTS have been made for the first full cargo of corn or grain to be brought to New Orleans by river since 1900. Capt. John J. O'Rourke, while visiting the St. Louis Board of Trade, arranged to ship from St. Louis 1,200 tons of corn for Mexico for delivery at New Orleans in early March.

A CONFERENCE on the proposed charges for reconsigning cars of grain at Chicago was held Jan. 3 between shippers and representatives of the Central Freight Ass'n. No charge will be made if disposition is given promptly, within 24 hours after 7 a. m. of the day following the date on which inspection is made. If disposed of during the next 24 hours the charge will be \$2, and if not disposed of until the third day \$5. Thus on the third day the car will earn \$5 reconsignment and \$2 demurrage, a total of \$7, which is excessive and on the hay trade particularly will be prohibitive.

PROTEST OVER CHARGING for out of line haul and return on grain milled in transit was dismissed by the Interstate Commerce Commission. The Guthrie Mill & Elevator Co., Guthrie, Okla., charged the C. R. I. & P. R. R. with discriminatory charging, alleging such charge was not made against their competitors.

A CONFERENCE on a reconsignment advance from \$2 to \$5 a car of grain by the carriers, was held at the offices of the Western Trunk Lines in Chicago on Jan. 23, the purpose of the conference being to sound out the shippers on the proposed advance. Sentiment was against it, and the conference adjourned with no action taken.

THE PROPOSED DIVERSION AND RECONSIGNMENT regulations on carload freight in cars will be the subject of a strong protest from the Grain Board of the Boston Chamber of Commerce to the Interstate Commerce Commission by a com'te consisting of Chairman Wm. D. Fulton, F. J. Ludwig and A. K. Tappan.

THE PROPOSED CHARGE of \$3 to \$5 a car for transfer switching at Hamilton, O., between the C. H. & D. and the C. L. & N. railways has been protested by the Cincinnati Chamber of Commerce, Guy M. Freer, mgr. of the traffic department of that exchange appearing before Examiner Spethman of the Interstate Commerce Commission to file the complaint.

THE CODE OF DEMURRAGE RULES of Ohio has been amended to change rates to \$1 for the first day, \$2 for the second, \$3 for the third, \$5 for the fourth and each succeeding day, to include also cars where track-storage charges are in effect except that track-storage charge plus demurrage shall not exceed \$3 for each of the first three days nor \$5 for each succeeding day. Effective Jan. 21 to May 1, 1917.

THE PROPOSED INCREASE of 1 cent a hundredweight on grain and flour from points on the Vandalia railroad, Switz City to Vincennes, Ind., inclusive, to the Atlantic coast for export has been found excessive by the Interstate Commerce Commission. This increase was to have been made by suspending tariffs. Protest was filed by the Indianapolis Board of Trade and Linton Mill Co., and the operation of the proposed schedules was at once suspended until Feb. 14. The Linton Mill Co. operates a mill and grain elevator at Switz City, and its protest is specifically directed to the alleged discrimination that would result in favor of a competing elevator at Worthington, Ind., 8 miles east of Switz City, from which no increased rates were proposed.

PEORIA, ILL.—The Mueller Grain Co. has brot suit, on account of the delay in delivery of corn for a warring nation of Europe, which caused grain to spoil, entailing a loss of \$3,500, against the Lake Erie & Western and the Chicago, Burlington & Quincy Railroads. Five cars of corn were shipped on Feb. 4, 1916, over the Lake Erie & Western to Baltimore. They arrived on April 22. The shipper claimed a loss of \$2,500 on this shipment. Two cars were shipped on Feb. 7, 1916, also to Baltimore, and they did not reach their destination until May 10. One thousand dollars is asked for the loss on these two cars. The railroads set up the defense that on account of the congestion of export cars at Baltimore that they were unable to make delivery but attorneys, who filed suit for the grain company, say they will show that the cars did not reach the city of destination until the dates alleged in the declarations.

SHIPPERS IN CALIFORNIA protested the tariff schedules of carriers seeking to cancel Rule 6 of the Interstate Commerce Commission relating to furnishing of cars of different capacity or dimensions than ordered. These schedules were to have become effective April 25, 1916, but the Commission ordered them canceled on or before Feb. 22, 1917.

DISTRIBUTION OF CARS IN PROPORTION to business in sight rather than taking turns, with no consideration for business done, is the new car order issued by the state public utilities commission of Kansas. This rule is to hold where shippers find it impossible to supply the demand. Individual shippers are entitled to cars ordered, and an equitable proportion of available cars should be placed at their disposal.

DISCRIMINATION BY REFUSING TO RECONSIGN nine carloads of grain from Peoria, Ill., to Baltimore, Md., is charged by E. B. Conover Grain Co., of Springfield, Ill., against the C. M. & St. P. R. R., in complaint filed with the Interstate Commerce Commission. The company asserts the cars were in the yard at Peoria, that formal notice was given the railroad to reconsign them, but the railroads refused or failed to do this. Reparation is asked.

THE SUBSTITUTION OF THE NAME of a new consignor in reconsigning shipments on the basis of thru rates from point of origin to final destination where new Bs/L are issued at reconsigning point, was upheld by the Interstate Commerce Commission in awarding R. P. Atwood & Co., hay and grain merchants of St. Louis, reparation from the C. B. & Q. R. R. Carloads of hay shipped from Iowa and Missouri to the Atwood company were reconsigned by them to points south-east, their name being substituted in place of the original consignor.

SEVEN EX-PRESIDENTS OF THE Milwaukee Chamber of Commerce have joined in a telegram to President Woodrow Wilson expressing it as their belief that one of the causes of the present deplorable condition of railway transportation is the forced economy practiced by the railways, resulting in lack of motive power equipment and cars, and asking that the railroads be allowed "to earn, not only a fair return on capital invested, but sufficient so that they may cope with the continually increasing business of the country."

FREIGHT CHARGES on a basis of a car of 56,000 pounds capacity when the original shipment of 44,000 pounds was made in a car of 40,000 pounds capacity was the subject of a complaint of J. C. Shaffer & Company of Chicago to the Interstate Commerce Commission against the Grand Trunk Railway Co. With a permission of the first carrier, the C. R. I. & P. R. R., the shipper loaded grain into the 40,000 pound capacity car. It was transferred into the car of 56,000 pounds capacity by the Grand Trunk, and freight charges assessed on the minimum capacity of this car. The Commission ruled that the charges were unreasonable in that they exceeded charges which would have accrued on the actual weight shipped, 44,000 pounds, citing the official classification providing that the shipper must order cars of weight capacity equal to or in excess of the minimum carload weight prescribed, but if the carrier is unable to furnish a car of this size the capacity of the car would govern, except that in no case would the minimum be less than 40,000 pounds. The carrier was ordered to make reparation in the sum equaling the differences of charges.

THE NORTHERN PACIFIC has ordered 350 all-steel, 100,000-pound capacity ore cars, 1,000 forty-ton box cars and 500 automobile box cars, 250 60,000-pound box cars, and 750 80,000-pound box cars to be built in the Northern Pacific shops. This order is one of the largest ever placed by that road. The Southern Pacific has ordered twenty-four Santa Fe type locomotives and nine six-wheel switching locomotives. The Illinois Central has ordered 500 large box cars.

LOCATION IN ORDER TO EVADE Federal laws relating to interstate shipment rates was alleged in a suit brought by the Alabama & Vicksburg Railway Co. against the McGinnis Grain & Elevator Co. of Vicksburg, Miss., in which the U. S. Court upheld the contention of the railroad that the McGinnis company was not a bona fide wholesale dealer of Vicksburg, but had located there to evade interstate shipment laws, thereby saving considerable on each car.

OMAHA will retain its cleaning in transit privileges. The Interstate Commerce Commission has issued an order suspending from Jan. 21 to May 21 certain items in supplement No. 29 to C. G. W. R. R. Co. tariff I. C. C. No. 4871 providing for the withdrawal of a rule which permits wheat from Minneapolis and St. Paul, Minn., to be cleaned in transit at Omaha, South Omaha, and Council Bluffs, Ia., to New Orleans and Westwego, La., for export.—H.

THE PITTMAN & HARRISON Co., Sherman, Tex., has filed complaint with the Interstate Commerce Commission against the St. L., S. F., & Tex. R. R., alleging that it shipped via this railroad, on Feb. 17, 1916, 300 sacks of oats. The complainants were informed that the car could be reconsigned on thru rate; but when the car reached its new destination, charges were assessed on combination rates which were higher than the thru rates. The complainants contend that reconsignment rules should be uniform, that no charges for reconsigning should have been assessed, and that if indirect service were involved, no charge for this service should have been made. They assert that they have no objection to paying reasonable and uniform reconsigning charge, but they allege that in this case the charges were not uniform and were unreasonable. They ask for reparation.

REPORT on the car shortage investigation made by the Interstate Commerce Commission was issued Jan. 20. The commission suggest that the railroads appoint a com'te to co-operate with the commission in relieving the car shortage affecting more particularly the grain and other grades pending which it withholds action by way of prescribing car service rules applying to box cars. If such a com'te is not appointed within ten days, the commission announces that it will then consider the question of revising the car service rules affecting other equipment and other trades. The commission's report and decision was prepared by Commissioner McChord, who has been in charge of the car shortage investigation. A dissenting opinion is filed by Commissioner Clark, in which Commissioners Clements and Hall concur. In his report Judge McChord says among other things that "in some territories the railroads have furnished but a small part of the cars necessary for the transportation of staple articles of commerce, such as coal, grain, lumber, fruits, and vegetables."—H.

Grain Convention at Pullman, Wash.

The Washington State Grain Growers, Shippers, and Millers Ass'n held a convention at Pullman Jan. 2, 3, 4, at which they adopted a resolution asking the United States Department of Agriculture to adopt rules governing inspection at Pacific Coast points that will be workable under the methods in vogue in buying and selling grain in that section of the country.

"Cleaned Versus Dirty Wheat" was the subject of a paper by R. J. Stephens of Spokane in which he said: I believe that all grains sown are properly cleaned before seeding; and that the threshing machine is to blame for the large amount of dirt, smut, seeds, wild oats, and cobs which are found in the wheat today. In my mind, this subject is given less attention in the Pacific Northwest than in any other grain producing section of the American continent. The subject has passed the stage of agitation in Canada, and today is governed by laws regulating the threshing of grain and the destruction of weeds.

John G. McHugh, representing the Minneapolis Chamber of Commerce, urged a more thorough investigation of the work and merits of the grain exchange before attempting criticism. He said: The greatest problem the grain exchanges have to face, and those which lie back of the numerous investigations by state and national governments, are those dealing with small hedging, usually by incompetent persons in small communities. Honesty and financial stability are two fundamental requirements of applicants desiring seats in the Minneapolis exchange.

G. I. Toevs, Spokane: Unless Inland Empire farmers immediately adopt a uniform standard of suitable wheat for seed, Montana is bound to become the leading wheat state of the Union. The wheat grown in the Big Bend is by far the most valuable for milling purposes, and Bluestem and Early Bart are the best milling wheats. In our Spokane plant we do not only mill wheat grown in the Inland Empire, but ship wheat of a hard variety from the Middle West. I believe that it remains for this organization to supply the best varieties of wheat without foreign substances and most suitable to the soil and climatic conditions, to the farmers of this section.

R. D. Jarboe, state grain inspector, Tacoma: Conditions at Seattle, Tacoma and Portland are different from those of other markets. No sample floor markets are to be found at any Pacific Coast points. Grain is bought to arrive and is not consigned. At inspection points samples are drawn during the process of unloading, and inspection takes place later. The Washington inspection department performs a double function, first, that of determining the grades, and second, determining the discount. Washington, Oregon, and Idaho have much wheat infected by smut. In most markets this class of wheat is graded "rejected," but under the Washington system it is given the grade it would take if free from smut, and it is then discounted in an amount equal to the loss in weight occasioned by the removal of the smut, plus an additional amount to cover the cost of the work of conditioning the grain.

Mr. Jarboe offered the following resolution, which was adopted:

WHEREAS, The system in vogue of buying and selling grain thruout the Pacific Northwest states has been builded on many years' experience and has been found

to be the best suited to our needs and requirements, therefore be it

RESOLVED, That we favor the continuance of the present system of buying, selling and inspecting grain and respectfully request the representatives of the U. S. Dept. of Agri. to continue the inspection system now in vogue as expressed by the grain inspection laws of the State of Washington, and the rules governing same as promulgated by the Public Service Commission of Washington.

Mr. Jarboe: The farmers of Washington have spent more money eradicating smut than have all the rest of the farmers of the United States.

The Grain Grades Act met with the hearty approval of the convention, and it was the expressed opinion that the Dept. of Agri. would make all necessary provisions to safeguard the grain trade of the Northwest, and that it is expected that a hearing will be given the Pacific Coast before final rules are promulgated.

Officers elected for the ensuing year are: R. J. Stephens, Spokane, pres.; Thos. T. Kerl, Coeur d'Alene, Ida., vice-pres.; Prof. E. G. Schafer, Wash. State College, secy.-treas. Executive com'te: A. L. Rogers, John Friel, Waterville; W. C. Halsey, Asotin; F. W. Graham, Seattle; G. I. Toevs, Spokane, and R. C. McCroskey, Jr., Garfield.

COMPULSORY ANNUAL ROTATION of crops to preserve soil fertility is provided in a bill introduced in the North Dakota legislature.

H. J. Brubaker Elected Bank Cashier.

H. J. Brubaker, a promising young grain dealer and member of the firm of J. A. Brubaker & Sons, operating grain elevators at Rex, Ohio, has recently been elected cashier of the First National Bank of New Carlisle. Mr. Brubaker has been associated with his father, J. A. Brubaker, in the grain business since November 4, 1904. He is a graduate of Miami Commercial College of Dayton and is one of the most popular and highly respected young men of his community. His identity with the firm of J. A. Brubaker & Sons will remain the same.



H. J. Brubaker, Rex, O.

Grain Trade News

ARKANSAS

Little Rock, Ark.—A negro was arrested Jan. 12, charged with stealing 105 sacks, valued at about \$20, from the H. K. Cochran Co., wholesale grain dealers.

CALIFORNIA

Los Angeles, Cal.—The Farmers Grain & Mfg. Co. is a corporation, organized under the laws of California, with a capital stock of \$50,000. The original organizers are W. B. Waterman, E. Kettler and Jules Kauffman. The purposes of the corporation are buying and selling, cleaning, grading and milling of grain and beans. The corporation also handles other California products.—B. W. Shipman.

CANADA

Cowley, Alta.—The new elvtr. of the Dookhobor community here is open.

Paris, Ont.—The Paris Coal & Lumber Co. is installing a 750-bu. Richardson Automatic Elvtr. Scale.

Montreal, Que.—John Forgave, aged 79 years, at one time supt. of the old C. P. R. Elvtrs., died recently.

Munson, Alta.—The elvtr. of the Farmers Co-operative Elvtr. Co. burned recently, entailing a loss of \$30,000.

Ottawa, Ont.—The McGaw Grain Co., Ltd., of Winnipeg, Man., incorporated; capital stock, \$150,000; provisional directors, W. E. McGaw, H. E. Swift, R. W. Campbell and H. V. Hudson.

Port Arthur, Ont.—The Davidson Smith Co. has applied for a terminal elvtr. license. The elvtr., which is the largest hospital elvtr. here, has a capacity of 2,000,000 bus., and will in future be operated according to terminal elvtr. regulations.

Windygates, Man.—Power & Gjvere did not build their proposed elvtr. last fall. They have the material on the ground but, on account of the poor crop, deferred building until 1917. The elvtr. will be erected this year, and will be a 30,000-bu. house, on the terminus of the Snowflake branch of the C. P. Railroad. Joseph Power, of Langdon, N. D., and Ole J. Gjvere, of Nekoma, N. D., are members of the firm.—Farmers Elvtr. Co., Langdon.

WINNIPEG LETTER.

A. H. Wood, in the grain commission business, is seriously ill with pneumonia.

We are going out of the grain commission business.—C. H. Bartlett, of Bartlett & Langille.

The recently formed company, the United Grain Growers, Ltd., will have a capital stock of \$5,000,000.

A bill will be introduced in the legislature by D. A. Ross, the member for Springfield, to make illegal speculation on the Grain Exchange. Already the criminal code of Canada makes it an offense for anyone to buy and sell goods if he does not intend actually to take delivery. G. H. J. Malcolm, member for Birtle, suggests that the government should tax everyone who trades in options on the Grain Exchange.

The action of the Canada Grain Commission in depriving the hospital elvtrs. of their licenses and the question of sample markets for Western Canada will be considered at a meeting of the Canadian Council of Agriculture, to be held here Feb. 1. Objections to the proposal of the governments to establish sample markets have been forwarded to the minister of trade and commerce at Ottawa. Hon. Robert Rogers, acting minister of trade and commerce, in a reply to Mr. McKenzie, assured the council the gov-

ernment would hear any objection in this connection. Mr. Rogers said he was at a loss to know what objection there could be to the establishment of a sample market where it is so plain that such action would result with direct advantage to almost every grain grower in Western Canada.

COLORADO

Durango, Colo.—The recent report that an elvtr. was under construction here this season is incorrect.—Graden Mercantile Co.

Arriba, Colo.—Hugo Von Schuetz, part owner and mgr. of the elvtr. of Stinson & Co., was married Dec. 25 at Jennings, Kan.

Peetz, Colo.—We have built new coal sheds and are now ready to handle coal in connection with our grain business.—Farmers Co-operative Co.

La Salle, Colo.—B. H. Friend has succeeded T. W. Olsen as mgr. of the Farmers Elvtr. Co., Mr. Olsen having resigned to devote all his time to his coal and feed business.

Briggsdale, Colo.—L. A. Dow is in charge of our recently completed 12,000-bu. iron clad cribbed elvtr. here which is on the Union Pacific.—C. F. Bell, mgr. Model Mfg. & Elvtr. Co., Greeley.

Keenesburg, Colo.—The Keenesburg Farmers Co-operative Elvtr. Co. has been organized and contract let for a 15,000-bu. elvtr., to be ready for the next wheat crop. J. R. Scott is pres. and Theodore McGuire, sec'y-treas., of the company.

Fleming, Colo.—The fire, which destroyed the elvtr. of the Farmers Elvtr. Co. on Jan. 8, was caused by the explosion of a gasoline lamp in the office. Estimated loss, \$38,000; insurance, \$30,000. The elvtr. was recently erected at a cost of \$10,000.

IDAHO

Hansen, Ida.—E. L. Webb, of Vona, Colo., has bot the new 30,000-bu. elvtr. of the Farmers Society of Equity.

Grangeville, Ida.—The Farmers Union Warehouse Co. is trying to interest the farmers in the erection of an elvtr. at this point.

Twin Falls, Ida.—The Twin Falls Mill & Elvtr. Co. operates a 300,000-bu. elvtr. and 800-bbl. mill here. The report that another company would build an elvtr. is incorrect.—X.

Kendrick, Ida.—The Vollmer-Clearwater Co. will build an addition to fill the space between its grain warehouse and mill. This will double the capacity of the warehouse to which a side track will be laid to eliminate taking the grain so far. A 75 h. p. electric motor will be installed to furnish power for running the bean cleaner, feed chopper and mill.

Ririe, Ida.—Our 30,000-bu. elvtr. is now completed and our first season's run shows receipts of about 4,000,000 lbs. of grain, with a late start and short crop in this section. The elvtr. is equipped with 2 legs and has a 15,000-bu. warehouse. We now have 7 elvtrs. besides grain supply stations all over northern Utah, southern Idaho, Wyoming and Nevada.—Jos. E. D. Tomlinson, agt. Intermountain Farmers Equity, Inc.

ILLINOIS

Danville, Ill.—No elvtrs. are located at this point.—X.

Rossville, Ill.—A. E. Long, of Littleton, has bot an elvtr. here.

Fairview, Ill.—Willard Wilcoxon will be mgr. of the Farmers Elvtr. Co. for this year.

Hayes, Ill.—Hammond Bros. have built a warehouse north of their elvtr.—G.

Gladstone, Ill.—O. Ogle has placed his recently completed elvtr. in operation.

Cropsey, Ill.—Pratt & Blair have opened their recently acquired elvtr. for business.

Granville, Ill.—The Farmers Elvtr. Co. has installed an electric motor in its elvtr.—G.

El Paso, Ill.—A. W. Hildreth, mgr. of the El Paso Elvtr. Co., has bot the elvtr. of M. L. Miller.

Ridgefarm, Ill.—J. C. Jones has been selected as mgr. of the Farmers Elvtr. Co. for this year.

West Point, Ill.—George Majors has bot the elvtr. of Thomas Corbin & Co., paying \$6,000.

Gilson, Ill.—The Gilson Grain Co. has installed a 5-bu. Richardson Automatic Elvtr. Scale.

Gibson City, Ill.—The stockholders of the Drummer Grain Co. contemplate discontinuing business.

Ludlow, Ill.—R. M. Hodam has been retained as mgr. of the Ludlow Elvtr. Co. for another year.

Delong, Ill.—The Delong Grain Co. has purchased a 1,250-bu. Richardson Automatic Elvtr. Scale.

Winslow, Ill.—Sanford Larson has taken over the Winslow Elvtr. and will operate it on his own account.

Mill Creek, Ill.—Scott Jordan has completed his elvtr., which has been under construction for some time.

Chenoi, Ill.—Yeggmen entered the office of Graham & Bennion Jan. 7, and took about \$5 from the safe.

Pleasant Plains, Ill.—M. J. Murray is operating his recently completed elvtr., which is located on the B. & O.

New Philadelphia, Ill.—The New Philadelphia Grain Co. will install a 1,250-bu. Richardson Automatic Elvtr. Scale.

La Salle, Ill.—Simons, Day & Co., of Chicago, have opened a branch office under the management of Charles J. Buddeke.

Galesburg, Ill.—Plans are now under consideration for making numerous improvements at the elvtr. of the Farmers Elvtr. Co.

Sheldon, Ill.—Robert J. Sullivan, who had been representing a grain company, of Chicago, at this point, died Jan. 4, aged 42 years.

Kickapoo Siding (Lincoln p. o.), Ill.—Holmes & Maurer, of Lincoln, are operating the elvtr., which they erected at this station.

Hillsboro, Ill.—The Hillsboro Co-operative Ass'n incorporated; capital stock, \$2,500; incorporators, R. D. Kelly, Fred Leach, and others.

Central, Ill.—Clarence White, of Leland, has succeeded M. B. Hull, who resigned as mgr. of the Central Grain, Lumber & Supply Co.

Twin Grove, Ill.—John W. Puett, of Bloomington, was killed Jan. 12 when his clothing became caught in his elvtr. at this station.

Camp Grove, Ill.—P. W. O'Brien, of Bradford, has accepted the position as mgr. of the Farmers Elvtr. Co., Frank Murphy having resigned.

Moweaqua, Ill.—The recently incorporated Moweaqua Grain Co. is operating an elvtr. here. Gid Housh owns the other elvtr. at this station.—X.

Ottawa, Ill.—H. J. Ruckrigel will build an up-to-date elvtr. in the spring, on the C. R. I. & P., near the site of the one which burned Nov. 29, 1915.

Allerton, Ill.—H. S. Porterfield will take charge of the Allerton Elvtr. upon the retirement of A. P. Eaton, who will move to his farm near Tuscola.

Virginia, Ill.—Chas. W. Savage, of the grain firm of Savage & Son, on Jan. 1 retired after 38 years of active business, and his son, Chase C. Savage, now has full control.

Conover sta. (Havana p. o.), Ill.—W. O. Anno has practically completed his new elvtr., on the C. P. & St. L., which replaces the one burned Sept. 12.

Macomb, Ill.—The Farmers Elvtr. Co. has been organized, with a capital stock of \$10,000, to build an elvtr. It will not be erected on railroad right-of-way.

Green Oak, Ill.—The Green Oak Elvtr. & Merchandise Co. incorporated; capital stock, \$4,000; incorporators, Charles S. King, D. O. Clark, and others.

Peotone, Ill.—James Barbour has bot an interest in the elvtr. and grain business of E. E. Esson and the firm will be conducted under the name of Esson & Barbour.

Maquon, Ill.—Minor E. Roberts, of Galesburg, has bot the elvtr. of Charles Hartsook and Thomas Melton will retire Mar. 1 after operating the elvtr. for 15 years. Mr. Pierson is mgr.

Pierron, Ill.—The elvtr. I intend to build in the spring will have a capacity of 15,000 bus. It will be of wooden construction with motor power for elevating and cleaning.—Phil M. Essenpreis.

Carlville, Ill.—The report that our elvtr. burned last November is incorrect. A barn about 250 ft. and across the tracks from our elvtr. burned, but our elvtr. was not damaged.—C. Fieker

Tuscola, Ill.—O. B. Moorehead has succeeded Frank Dearthuff, who resigned as office mgr. at the South Side Elvtr., owned by F. A. Warren, to accept a position in the grain office of J. L. Bush.

West Salem, Ill.—Burglars blew our safe Dec. 26 and took \$18 in cash. It rained in the fore part of the night and showed 2 tracks, a large and a small one. The office was entered thru the front door, without damaging it.—Geo. Couch & Son.

Morrisonville, Ill.—The elvtr. of Louis Johnson, located on the Wabash, was totally destroyed by fire Jan. 15. A spark from a passing locomotive is given as the cause. About 8,000 bus. of corn and several thousand bus. of wheat burned.

Manito, Ill.—Edward Haas, of this city, has brot suit against the Smith-Hippen Co. for balance claimed on a grain account. The firm withheld the amount for seed grain purchased by the tenant, payment of which the firm avers the landlord had guaranteed.

Cairo, Ill.—The annual meeting of the Board of Trade was held Jan. 16. Oris B. Hastings was re-elected pres., John Thistlewood, vice-pres., and H. E. Halliday, H. S. Antrim, Alvin Lynch, R. S. Roberts, W. H. Wood, E. G. Pink and Ira Hastings, directors.

Tabor, Ill.—The Tabor Co-operative Grain Co. has awarded contract for a 50,000-bu. studded elvtr. to The 3 Americas Co. The exterior of the elvtr. will be covered with asbestos roofing and siding. It will be equipped with 2 oil engines, and the power house will be constructed of re-inforced concrete.

Glasford, Ill.—The Farmers Lumber & Grain Co. was denied a new trial in the case of Frank Kingsley, administrator, who recovered \$5,000 for the death of his minor son, Cloyd Kingsley. The boy was killed when playing with an iron shaft between an elvtr. and the engine room. The defendant prayed an appeal.

Ospur sta. (Clinton p. o.) Ill.—We have taken out our gasoline engine and replaced it with a 20-h. p. Muncie Kerosene Engine. The Leich Grain & Implement Co. never operated an elvtr. here. We own and have operated the elvtr. at this place since April, 1905, being the successors to J. M. Ledden.—Geo. W. Wright, agt. Shellabarger Elvtr. Co.

Loraine, Ill.—Lawrence Gunn has disappeared and the Gunn Elvtr. is closed. John Gunn, who owned the elvtr. for years, died some time ago and left it in the hands of his wife, who named her son, Lawrence, to manage the business. It is said that checks to the amount of about \$3,000 or more than the funds on hand were issued by him and that he cashed them.

Galva, Ill.—De Witt De Forest, for 5 years mgr. of the elvtr. of L. B. De Forest at Oneida, has been appointed mgr. of the elvtr. of Helebower & Peterson, succeeding John Kingdom, who was killed Dec. 26.

Geneseo, Ill.—John W. Bollen has purchased an interest from Mr. Sommers in the grain business, for several years conducted by B. E. Sommers and L. E. Gorbam. The name of the new firm will be Sommers & Bollen.

Granite City, Ill.—Five boys, of from 14 to 16 years of age, were arrested Jan. 5 on a charge of having robbed grain cars in the railroad yards near, this city. They pleaded guilty and were remanded to Edwardsville to await action by the grand jury. The boys are accused of sawing off the corners of freight cars, containing grain, and by ripping open the sacks, letting the contents pour out into a receptacle they provided.

CHICAGO NOTES.

The annual meeting of the Board of Trade Fellowship Club will be held Jan. 27.

The Northern Grain & Warehouse Co. has opened an office in the Postal Bldg., with M. Reinstein in charge.

Logan & Bryan have installed their 2nd overland wire extending from their New York to San Francisco office.

John Murphy, aged 92 years, died Jan. 14. He entered the grain elvtr. business in 1854 from which he retired several years ago.

Creditors of the W. A. Fraser Co., bankrupt, are informed by Sidney C. Eastman, referee, that on Jan. 31 a hearing will be held on a petition for an order to compromise a claim against D. M. Riggs.

James Augustus Edwards, member of the Board of Trade for 40 years, died Jan. 15 at Baltimore, Md. He established the grain commission business of J. A. Edwards & Co. in 1875 and was active until April, 1916.

Augustus J. White, grain broker, filed a petition seeking to recover 905 shares of listed stocks from Von Frantzius & Co. and demanding settlement for 55,000 bus. of grain. Hearing on the matter was held Jan. 18.

Weights of carloads of grain on contracts for future delivery will be increased by a proposed amendment to Rule XXII, Sec. 13, of the Board of Trade, which has been posted for ballot. Oats will be 1,800 instead of 1,500 bus.; wheat, 1,100, instead of 1,000 bus.; corn, kafir, feterita, milo maize and rye, 1,200; barley, 1,250; flaxseed remains the same, at 650 bus., and grass seeds the same at 36,000 lbs.

Harold B. Johnson has applied for membership in the Board of Trade. Stephen A. Burke, Edward E. Tanner, Jr., Frank J. Garneau, Herbert H. Moore, Alexander Moore, W. C. V. Winter, Jesse Spaulding, Alfred H. Wiedel and Robert Kjarsgaard, of New York, have been admitted to membership and the memberships of James M. Hall and the estate of R. P. Kettles have been posted for transfer. Memberships are selling at \$7,200 net to buyer.

J. C. F. Merrill has been again chosen sec'y and Walter S. Blowney, ass't sec'y, of the Board of Trade. Standing com'tes have been named as follows: Executive—R. W. McKinnon, G. E. Marcy and T. E. Cunningham; finance—Adolph Kempner, H. F. Blum and W. E. Hudson; grain—Ralph Schuster, Wm. H. Axtater, E. D. McDougal, John F. Barrett and Frank B. Rice; to arrive grain—F. J. Delaney, E. L. Merritt, William N. Eckhardt, E. F. Rosenbaum, and G. E. Marcy.

Leo J. Dwyer, former agt. for the Central States Despatch, which is the title under which a number of railroads operate, in the federal court offered \$1,200 as an inducement for the railroads to let him keep a membership in the Board of Trade they recently bot for him. The railroads refused the offer and Judge Anderson ordered Dwyer to return the membership certificate. They bot the membership for him, while he was agt. for them, so that he could solicit business from members of the Board of Trade.

A com'te, composed of E. A. James, A. V. Booth, Charles H. Sullivan, H. A. Foss, Lowell Hoyt, Frank G. Coe and Joseph Simons, has been appointed to formulate a plan for a pension and sick benefit dept. for the employes of the Board of Trade and to prepare and post for the ballot the necessary amendment to the rules to provide for the same.

Fres. Griffin, of the Board of Trade, in his annual report Jan. 15, recommended an increase in commission rates and also that the rules be amended to provide for the payment of a brokerage charge for filling orders rather than a fixed salary. He also advocated the establishment of a new and better clearing house plan. A sinking fund of about \$30,000 a year has been provided to retire the debt of the institution, which amounts to \$796,000. Receipts from the sale of quotations will amount to \$72,000 a year instead of \$12,000 as formerly, and the additional cost of transferring memberships will bring an income of \$25,000 a year, as against \$10,000 heretofore. All of the transfer fees and % of the revenue from the sale of quotations will be set apart for the retirement of the indebtedness. This will help finance the new 16-story building which will be erected on the site of the present structure, when labor and material decrease in price. The new building com'te has had the plans prepared. The board rooms will be located on the 3rd floor.

PEORIA LETTER.

Herbert Fox has been appointed chief grain inspector by the newly elected board of directors of the Board of Trade.

E. B. Conover & Co., of Springfield, have established a branch office in the Easton Bldg. to do a cash grain and futures business. The firm has leased a private wire.

The commission rules for handling corn on the Board of Trade has been amended so as to require a charge for reconsigning cars thru this city. Cars are often billed to this point but are not sold here. The owner can now bill them on thru, if the Peoria price is not satisfactory. The same charge will be made for billing the cars to another market as tho a sale had been made.

The following have been admitted to membership in the Board of Trade: J. L. White, J. E. Moschel, of Rumsey, Moore & Co., Frank F. Dalton, John Dalton, C. E. Erends, Paul G. Fryer, of the Harwood-Young Co., John J. Goggin, of T. A. Grier & Co., B. M. Mead, Fred W. Mueller, of the Mueller Grain Co., E. B. Conover, of the Conover Grain Co., Springfield, and J. H. Wrigley, Toulon.—John R. Lofgren, sec'y.

INDIANA

Centerton, Ind.—John Rothrock, Sr., operating an elvtr. here, died recently.

Sand Creek (Crawfordsville p. o.) Ind.—No elvtrs. are located at this point.—X.

Fairland, Ind.—The Farmers Elvtr. Co. has been organized to build an elvtr. on the Big Four.

Winamac, Ind.—A large feed grinder has been installed in the new elvtr. of the Co-operative Elvtr. Co.

Rossville, Ind.—I will remodel my elvtr. some time in the future but do not expect to this year.—Otto Leforge.

Corunna, Ind.—Work is progressing on the elvtr. for which J. Harvey Knauer let contract to the Reliance Construction Co.

Logansport, Ind.—George A. L. Richardson, formerly of McCormick & Richardson, grain dealers, died recently at San Diego, Cal.

Rensselaer, Ind.—The Farmers Grain Co. incorporated; capital stock, \$14,000; incorporators, Frank L. Hoover, Michael Kanne, and others.

Fortville, Ind.—The Hardin Grain Co. has been organized with Fred V. Hardin as general mgr. It will take over the grain business of the Miller Bros. Grain Co. on Feb. 1. I am a stockholder in the concern.—P. E. Goodrich, of Goodrich Bros. Hay & Grain Co., Winchester.

Laurel, Ind.—Frank Wright has awarded contract for a concrete elvtr. of 12,000 bus. capacity to the Burrell Engineering & Construction Co.

Noblesville, Ind.—The Noblesville Mlg. Co. has recently purchased a ½-bu. Richardson Automatic Mill Grain Scale, to weigh screenings.

Colfax, Ind.—The Vandalia Elvtr. Co. incorporated; capital stock, \$6,000; incorporators, John M. Waugh, Lloyd A. Waugh and Charles F. Gery.

Roann, Ind.—Oscar Weller has been retained as mgr. of the elvtr., which the recently incorporated Mutual Grain Co. took over from Kinsey Bros.

Alert sta. (Letts p. o.) Ind.—Fred Ammerman is in charge of the elvtr. of the newly organized firm of Shields & Blish.—A. D. Shields, mgr., Cortland.

Rochester, Ind.—Frank Sheward, who for 11 years was connected with the Erie Elvtr., owned by W. J. Leiter's Sons, will open a feed store in East Rochester.

Lucerne, Ind.—The elvtr. of O. Gandy & Co. was damaged by fire Jan. 16 to the extent of about \$50. The blaze, which started in the boiler room, was quickly extinguished.

Ft. Branch, Ind.—We bot the plant of the defunct Ft. Branch Mlg. Co. We do not intend to operate as a mill, only an elvtr., buying wheat and corn and selling flour and feed.—Ziliak & Schafer Mlg. Co., Haubstadt.

Gessle, Ind.—We have bot the elvtr. of W. S. Lasley and will remodel it in the spring. An addition will be erected to increase the capacity to 30,000 bus. Mr. Lasley will retire from the grain business.—Cayuga Mlg. Co., Cayuga.

Cortland, Ind.—On Jan. 1 the Cortland Elvtr. and the Alert Elvtr. were reorganized under the name of Shields & Blish. The members of the firm are A. D. Shields and M. S. and F. S. Blish, of the Blish Mlg. Co. Mr. Shields, who is mgr. of the company, has his office here.—Shields & Blish.

INDIANAPOLIS LETTER.

A good roads bill will be presented to the general assembly by Luke W. Duffey, of this city.

A resolution was introduced Jan. 10 by Representative Negley to appoint a com'te of 5 to investigate the high cost of foodstuffs.

S. B. 23 is a bill introduced Jan. 10 by Representative Negley to regulate the distribution of foodstuffs and abolish license fees for distributors.

A number of grain dealers have written letters to their representatives in the General Assembly, which convened Jan. 8 urging them to support a measure providing for the appointment of a state highway commission. James P. Goodrich, governor, is urging the passage of the bill.

The governing com'te of the Board of Trade held a meeting Jan. 8 and decided that sufficient money to retire \$3,000 of the outstanding preferred stock of the Board be set aside; that a dividend of 2% be declared on all outstanding common stock, and that \$1,000 be placed to the credit of the mortuary fund. An appropriation of \$250 was made to the centennial celebration fund.

H. B. 29 is a bill introduced by Representative Mosier to amend the workmen's compensation law to cut down the period in which no compensation is granted from 14 to 7 days; to increase the basis on which the industrial board decides as to compensate from 55% of the weekly wage to 65%, and granting compensation, in total disability cases, from the time the injury is sustained to the time the industrial board members of the Board of Trade have approved an amendment, which will enable the organization to exercise at an early date its option to purchase the ground on which the Board of Trade Bldg. stands. The amendment provides for an increase in the par value of the outstanding common stock of the Board of Trade from \$10 a share to \$20 a share, and for an addi-

tional issue of \$180,000 of preferred stock, which will pay for the ground. It is expected that the purchase will be made within the next week. The Board of Trade owns the Board of Trade Bldg., which was erected in 1905, and holds a ninety-nine-year lease on the ground, owned by the Federal Building Co.

IOWA

Denison, Ia.—The elvtr. of the Farmers Elvtr. Co. has been enlarged.

New London, Ia.—The Hayes Elvtr. Co. will build an elvtr. next year.

Garrison, Ia.—Chas. W. Forbes has been retained as mgr. of the Garrison Grain & Lumber Co.

Cooper, Ia.—The Neola Elvtr. Co. is wrecking its old elvtr. and will build a new structure.

Davenport, Ia.—David H. Stuhr, grain expert, was married Jan. 1 to Mrs. Edith Cameron Zuber.

Aplington, Ia.—Abe Voogd is now mgr. of the recently acquired elvtr. of the Farmers Elvtr. Co.

Langdon, Ia.—C. R. Taylor is now assisting at the elvtr. of the De Wolf & Wells Co.—C. F. Israel, agt.

Dayton, Ia.—Bert Greenfield has succeeded W. F. Johnson, who resigned as mgr. of the Farmers Elvtr. Co.

Dedham, Ia.—John Aldrich, grain buyer for the B. A. Shute Grain & Lumber Co., has been on the sick list.

Little Rock, Ia.—E. B. Krominga has been retained for another year as mgr. of the Farmers Elvtr. Co.

George, Ia.—The report that an elvtr. at this station burned is incorrect.—E. C. Bergfeld, mgr. Farmers Elvtr. Co.

Walcott, Ia.—We will add large storage bins to all our elvtrs. that have no such additions now.—Stockdale & Maack Co.

Wellsburg, Ia.—D. J. Peters has bot the old elvtr. formerly owned by Sam Classen. He will place it in operation.

Dysart, Ia.—John Frick fell while unloading grain at the elvtr. of the Tama-Benton Grain Co. and received 2 fractured ribs.

Smithland, Ia.—The Trans-Mississippi Grain Co. has installed a new Otto Gas Engine in its elvtr. here.—I. A. Cooke, agt.

Keystone, Ia.—R. W. Bernstorf has been re-elected sec'y-treas. and mgr. of the Keystone Mercantile Co. for another year.

Killduff, Ia.—Clarence Nietter has resigned as grain buyer here and will move to Enterprise to take charge of the elvtr. there.

New Sharon, Ia.—I bot and took possession Jan. 2 of the elvtrs. of Neill & Momyer at this place and Taintor.—Henry B. McVeigh.

Sheldon, Ia.—Work is progressing on the 35,000-bu. elvtr. for which Benjamin Jenkinson let contract to the Younglove Construction Co.

Ortonville sta. (Waukeet p. o.) Ia.—The Ortonville Elvtr. Co. has completed its elvtr. for which it let contract to the Newell Construction Co.

Diagonal, Ia.—I understand that E. T. Dufur, of Lorimer, will build an elvtr. here. Nothing has been done regarding it at this time.—A. Bailey.

Lanesboro, Ia.—Fay J. Casey, mgr. of the Farmers Elvtr. Co., was stricken with paralysis Jan. 13 while at work. His condition is improving.

Osgood, Ia.—We are preparing to replace our elvtr. here with a new house when the present crop season closes.—Stockdale & Maack Co., Walcott.

Eldora, Ia.—J. L. Prim and his son, Hal, of Powersville, have purchased an elvtr. here. Hal is now in charge and Mr. Prim will join him next month.

Allendorf, Ia.—Our 16,000-bu. elvtr. was recently damaged by fire to the extent of \$100. The loss is covered by insurance.—J. H. Kuntz & Son, per L. J. Kuntz, mgr.

Juniata sta. (Storm Lake p. o.) Ia.—We are building a 25,000-bu. annex to our elvtr., which will be used for oats. It will be 20x50x30 ft.—F. J. Avruell, agt. Neola Elvtr. Co.

Jefferson, Ia.—E. J. Feehery & Co., of Chicago, Ill., have opened an office here for commission business only. L. T. Feehery, brother of the head of the firm, is in charge.—T.

Morley, Ia.—I am not rebuilding my elvtr., which burned down. I have sold my lease to Harry Miller, of Olin, who intends to build an elvtr. in the spring.—C. S. Peet, Martelle.

Remsen, Ia.—Tierney & Ahmann have leased the elvtr. of Geo. W. Schroeder and will operate it in connection with their own elvtr. The house was opened Nov. 16 after being closed for 4 years.

River Sioux, Ia.—I am in charge of the new 20,000-bu. elvtr. of the Farmers Elvtr. Co. Equipment includes a dust collector, Richardson Automatic Scale, cleaner and a daylight pit.—Chas. Barnes.

Donnellson, Ia.—We are rebuilding our elvtr. and mill destroyed by fire Sept. 30, 1916. A corn sheller, corn cleaner and other grain cleaning machinery will be installed.—Chas. F. Holdefer.

New London, Ia.—The new elvtr. of the Farmers Elvtr. Co. is now completed and Mr. Charles was appointed mgr. at the recent annual meeting. The Newell Construction Co. had the contract.

Davenport, Ia.—On Jan. 16 the firm name of Hutton, Collins & Frenzel was changed to Hutton & Frenzel, operating offices here and at Muscatine. Mr. Collins has withdrawn from the firm by mutual consent.—W. A. Hutton.

Des Moines, Ia.—For the annual meeting of the Western Grain Dealers Ass'n to be held about Apr. 13 and 14, Chas. J. Brand, chief of the Office of Markets, will be on the program for an explanation of the objects and purposes of the Bureau.

Madrid, Ia.—We contemplate remodeling our elvtr. in the spring. We will install new distributors, corn sheller and cleaner, with greater capacity than the old ones, another dump and elvtr. leg, drag belts, steel spouting, and other improvements to add to our grain handling facilities.—Johnson & Lundahl.

Grundy Center, Ia.—The cause of the fire, which destroyed the elvtr. of Greig & Stockdale on Dec. 25, is unknown. The building contained about 40,000 bus. of oats, 1,000 bus. of barley and 500 bus. of corn. The elvtr. will be rebuilt as quickly as weather conditions will permit.—Stockdale & Maack Co., Walcott.

Cedar Rapids, Ia.—I. E. Jackson is now sole owner of the Jackson Grain Co. operating 6 stations as follows: Cedar Rapids, Fairfax, Williamsburg, Covington, Nugent and Richland. Mr. Wood, formerly with the Jackson Grain Co., is now operating the following stations on his own account: Kooningsmark, Swisher and Cou Falls.—M.



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MILWAUKEE

Ames, Ia.—The 15th annual state show of the Iowa Corn and Small Grain Growers Ass'n will be held in connection with the annual short course and farmers' week at the Iowa State College, Jan. 29 to Feb. 3. Almost 10,000 entries by some 700 Iowa farmers, competing for 90 silver trophy cups and 250 other prizes, are in sight. This will be the largest state corn show ever held in the country. It will continue until Feb. 9, one week after the Ames winter short course closes.

Council Bluffs, Ia.—The elvtr. now being erected by the Hynes Elvtr. Co., of Omaha, Neb., on the Burlington, is rapidly progressing and will be completed by Mar. 1 unless the weather gets too severe. It will add about 1,000,000 bus. to the total elvtr. capacity of the city and will cost more than \$400,000. It is being erected by the Stephens Engineering Co. under winter conditions and with hurry orders responsible for the activity that is driving both day and night forces of men ahead with the work. Protected steam pipes that are shifted with the advancing work serve to keep the fresh concrete from freezing. The recently incorporated Farmers Terminal Elvtr. Co. will operate the elvtr. when completed.

KANSAS

Kansas City, Kan.—L. Wilson will build an elvtr. at a cost of \$10,000.

Manhattan, Kan.—Geo. T. Fielding, grain and feed dealer, died recently.

Neola, Kan.—C. A. Shute has resigned as mgr. of the Farmers Elvtr. Co.

Wilson, Kan.—The J. B. Geis Grain Co. has bot the old Claussen Elvtr.

Centralia, Kan.—The Farmers Union has purchased the elvtr. of C. B. Tripp.

Council Grove, Kan.—A new engine has been installed in the elvtr. of C. R. Kinkel.

Topeka, Kan.—The old elvtr., formerly owned by the Rock Island, is being torn down.

Corinth, Kan.—The erection of a 15,000-bu. elvtr. is contemplated by the Farmers Union.

Lebanon, Kan.—The Lebanon Mill & Elvtr. Co. has completed an addition to its elvtr.

Buhler, Kan.—A. B. Buhler, of the Buhler Mill & Elvtr. Co., died Jan. 22, aged 59 years.

Peck, Kan.—W. H. Roll has been retained as mgr. of the Peck Grain & Supply Co. for another year.

Aurora, Kan.—We contemplate building a new elvtr. in the spring.—A. L. Key, mgr. Aurora Grain & Coal Co.

Ellis, Kan.—The erection of an elvtr. here is contemplated by the Ellsworth Mill & Elvtr. Co., of Ellsworth.

Nettleton, Kan.—James Nelson, of Kansas City, has taken charge of the elvtr. of the Kansas Flour Mills Co.

Coats, Kan.—The A. R. Clark Grain Co. will install a 1,250-bu. Richardson Automatic Elvtr. Scale, with type registering beam.

Potter, Kan.—The first elvtr. erected at this station is now being dismantled and the material will be used for other purposes.

Overbrook, Kan.—W. H. Dodridge, of White City, has bot the elvtr. of the Overbrook Elvtr. Co. Possession will be given Feb. 15.

Tonganoxie, Kan.—The Kemper-Fair Mlg. Co. contemplates the erection of a 50,000-bu. concrete addition to its 30,000-bu. elvtr.

Detroit, Kan.—I think the plans for the erection of an elvtr. here fell thru. If it is built it will be located on the Union Pacific.—X.

Home City, Kan.—Our elvtr. was completed Dec. 23. It has a capacity of 12,000 bus. and is equipped with a 12-h. p. kerosene engine, rope transmission and other up-to-date equipment. It is located on the St. Joe & Grand Island Ry.—E. I. Hull, mgr. Farmers Co-operative Exchange.

Ellsworth, Kan.—The Ellsworth Mill & Elvtr. Co. will build a thoroly up-to-date milling plant, with a capacity of from 500 to 600 bbls.

Wakeeney, Kan.—The Trego County Co-operative Ass'n has installed a 1,000-bu. Richardson Automatic Scale, with type registering beam.

Shady sta. (Larned p. o.) Kan.—I am agt. of the South West Grain Co., which has just completed a new elvtr. at this station.—Leo Bullard.

Spica, Kan.—The Ellsworth Mill & Elvtr. Co., of Ellsworth, contemplates the erection of an elvtr. at this station, which is between Oakley and Colby.

Plains, Kan.—I am now mgr. of the Plains Equity Exchange, succeeding J. R. Bryan, who has returned to his home at Bentonville, Ark.—R. C. Moore.

Wheaton, Kan.—The Wheaton Lumber & Grain Co. incorporated; capital stock, \$10,000; incorporators, J. W. Dunn, Paul Cosandier and Philip Cosandier.

Groveland, Kan.—The elvtr. of Colburn Bros. burned Jan. 13, together with 3,000 or 4,000 bus. of wheat. A granary and other small buildings also burned.

Clay Center, Kan.—The Snell Mill & Grain Co., whose elvtr. burned Dec. 12, has bot the elvtr. of the Farmers Elvtr. Co. and will take possession Feb. 1.

Sterling, Kan.—We have not decided when we will rebuild nor the kind of construction we will use in replacing our mill, which burned Dec. 29.—Henry J. Arnold.

Girard, Kan.—The Crawford County Farmers Union Ass'n incorporated; capital stock, \$20,000; incorporators, Andrew Freeburg, Albert Mayer and F. C. Morgan.

We expect to hold our 21st annual meeting in Kansas City, with headquarters at the Coates House, on May 29, 30 and 31.—E. J. Smiley, sec'y Kansas Grain Dealers' Ass'n.

Berwick, Kan.—I have installed a new engine in my elvtr. and intend in the spring to raise the cupola 4 ft. higher and install an automatic scale in it.—Joe Hartter.

St. Francis, Kan.—W. H. Bickel, traveling representative for the Kemper Grain Co., of Kansas City, Mo., will be located here for several months, looking after the grain business.

Manhattan, Kan.—Perry Dobbs was crushed to death when he became entangled in a belt connected with the elvtr. at the plant of the Manhattan Mlg. Co., where he was employed.

La Crosse, Kan.—Our engine room was damaged by fire and it has now been repaired. The engine had not been run for about 3 days. The loss was covered by insurance.—L. M. Krause.

Mullinville, Kan.—The Jennings Grain Co. will have its 30,000-bu. elvtr. in operation on or before Feb. 1. There was no contract let for the building. Ed. Brown, of Bucklin, will be mgr.

Centerville, Kan.—The Hinman-Yates Grain Co., of Hutchinson, has brot suit against the Farmers Equity Elvtr. Co. for \$1,200 on contract. Another suit against the company, for \$3,500, is pending.

Burdett, Kan.—The elvtr. of the Rock Mill & Elvtr. Co. and the plant, owned by R. M. Norris, were destroyed by fire Jan. 18 when the gasoline engine in the former elvtr. exploded. Estimated loss, \$10,000.

Oswego, Kan.—I. D. Kirkpatrick has purchased the interest of C. C. Condon in the Oswego Seed & Grain Co. and is now sole owner. James Carnes has bot all the stock in the grain business, operated as the Oswego Mlg. Co.

Geneseo, Kan.—Our organization has a capital stock of \$2,000, which will be raised to \$6,000 at our next stockholders' meeting. We bot and took possession Jan. 1 of the elvtr. of the Kansas Grain Co., paying \$2,000. Flour, feed, produce and coal will be handled in connection with the grain business.—A. J. McEntarfer, sec'y-treas. Farmers Co-operative Union.

Penalosa, Kan.—We have purchased the elvtrs. and office of the J. W. Craig Grain Co. and will operate both elvtrs. from the one office. We have increased our capital stock to \$15,000.—E. W. Plush, mgr. Farmers Grain & Mercantile Co.

Chapman, Kan.—The elvtr. of Perry Frazier burned Jan. 11. The fire is believed to have been caused by workmen removing the paint with a blow torch preparatory to repainting the elvtr. The building was filled with wheat and corn and the estimated value of the elvtr. and contents was \$35,000. Much of the wheat was not burned. The grain was valued at \$22,000, with only \$6,500 insurance on it.

HUTCHINSON LETTER.

John Stephens, who was pres. of the Larabee Mills Corporation, has retired.

The Armour Grain Co. has moved its office and private wire to another location.

The Board of Trade quarters have been enlarged and space provided to accommodate about 100 grain dealers in front of the large blackboard.

The Hugoton Elvtr. & Warehouse Co., which gave up its location so that the Board of Trade could be enlarged, is now located in new offices.

H. W. Hutchinson has been appointed deputy state grain inspector as successor to Ralph Russell, resigned. Mr. Hutchinson was formerly grain inspector at Kansas City.

The recently incorporated Miller-Stevenson Grain Co., of Wichita, has bot the grain business of the Turon Mill & Elvtr. Co. The headquarters of the mill will be in this city.

The cause of the fire at our plant was "short" in electric lighting switch. The loss is about \$1,000, covered by insurance. The fire lasted 10 hours and was confined to the machines in the asbestos lined room in which it originated.—Hutchinson Flour Mills Co.

The Southwest Terminal Elvtr. Co. has been incorporated, with a capital stock of \$500,000, to build a 1,000,000-bu. elvtr. The contract will be let soon so that the elvtr. will be ready to handle the 1917 crop. The incorporators of the company are William Kelly of the William Kelly Mlg. Co., E. E. Shircliff of the Ferguson-Shircliff Grain Co., J. R. Bolin of the Bolin-Hall Grain Co., Paul Noble of the Noble Grain Co., Howard J. Carey of the Carey Salt Co., Fred Cooter and G. D. Estes, of Stafford, Kan. Stock in the company will be sold to Kansas grain dealers.

WICHITA LETTER.

A doorkeeper has been installed by the Board of Trade and hereafter outsiders will be admitted by ticket only.

The John Hayes Grain Co., of Hutchinson, will open a branch office here with A. L. Ayres, who for the past year has been grain buyer for the company, in charge.

J. H. Sherman, sec'y of the Board of Trade, has received the notice from the Adjutant General of Kansas that he will be made captain of one of the troops of cavalry, which will be organized here.

Three cars of wheat were attached in the suit brot by Frank and Marshall Bruce, doing business as the Bruce Bros. Grain Co., against the Shepard Elvtr. Co., of Aline, Okla. The Bruce Bros. Grain Co. claimed it advanced the elvtr. company \$42,866.32 of which \$39,657.61 had not been paid, so sued and attached 3 cars of wheat. To put the wheat on the market, T. J. Holdridge, of the Larabee Flour Mills Corporation, took it over, putting up a bond of \$50,000.

The recently incorporated Miller-Stevenson Grain Co. has taken over the business of the Turon Mill & Elvtr. Co. and will have its general offices in the Board of Trade Bldg. in this city. The company has been admitted to membership in the Wichita, Hutchinson, Atchison and St. Joseph Boards of Trade. R. B. Miller is pres., Geo. T. Stevenson and L. B. Miller, vice-presidents, J. H. Stevenson, sec'y, J. E. Miller, treas.-general mgr., and Chas. G. Smith, mgr. of the company.

On Dec. 5 the J. H. Shearhod Grain Co. telegraphed the J. Rosenbaum Grain Co., Chicago, to sell 5,000 bus. Chicago May Wheat at \$1.73 or better, advising when done. The order was executed in accordance with the telegram, and the J. Rosenbaum Grain Co. wired the J. H. Shearhod Grain Co. to remit \$500 as margins on the open trade. To this request for margins the J. H. Shearhod Grain Co. made no response and on Dec. 9 the J. Rosenbaum Grain Co. wired the J. H. Shearhod Grain Co. to pay the Baldwin-Barr Grain Co. \$500 as margins on the open trade, stating that if they did not do this before 10 a. m., Dec. 11, the company would close out the trade. No attention was paid to the demand for margins and a loss of \$213.75 was involved thru the necessity of closing out the trade. The J. H. Shearhod Grain Co. has so far refused to pay the loss.

KENTUCKY

Lexington, Ky.—We commenced using electricity Dec. 18 and find it very satisfactory.—Lexington Roller Mill Co.

LOUISVILLE LETTER.

W. A. Thomson & Co. have completed their up-to-date steel and concrete elevator, and provision has been made for adding a large feed mill.

Peter Lee Atheron, Caldwell Norton and William A. Burnett are the new directors of the Board of Trade. Fred M. Sackett is slated for the presidency, succeeding Thomas Floyd Smith.

C. B. Stafford, who has been associated since 1909 with the grain and hay traffic bureau of the Merchants' Exchange at Memphis, Tenn., on Jan. 22 succeeded J. J. Telford, who resigned as mgr. of the transportation dept. of the Board of Trade.

LOUISIANA

NEW ORLEANS LETTER.

C. S. Leach has been nominated for a directorship in the Board of Trade.

The new public owned elevator of the Dock Board will be opened Feb. 1 and will be in operation by Feb. 15.

The Dock Board has purchased an automobile for the use of C. F. Sanford, supt. of the new Dock Board Elevator.

Grain handling facilities at Westwego, which is 9 miles north of this city, will be greatly improved by the proposed expenditure of \$150,000 for new train and classification yards by the Trans-Mississippi Terminal Railroad Co., handling export grain thru its elevator there, but no additional grain handling building or elevators are contemplated, says Gen. Mgr. J. A. Shepherd. The large warehouse to be erected on the New Orleans side will be for cotton, sugar and molasses.

MARYLAND

Buckeystown, Md.—A 10,000-bu. elevator will be erected by the recently organized Farmers Exchange.

BALTIMORE LETTER.

Edward L. Davis is now associated with the grain exporting firm of Gill & Fisher.

Dennis & Co. are now acting as correspondents for Clement, Curtis & Co., of Chicago, Ill.

The Spring Garden Warehouse Corporation has bot a site and will build a warehouse for storing grain and merchandise.

Watson S. Moore, of W. S. Moore Grain Co., Duluth, Minn., Harry M. Wagner and Julius E. F. Berndt, have applied for membership in the Chamber of Commerce.

MICHIGAN

Vermontville, Mich.—Farmers are discussing the erection of an elevator.

Sebewaing, Mich.—Farmers are organizing a company to operate an elevator.

Sandusky, Mich.—The Hub Grain Co. has installed 3 electric motors in its elevator.

Oxford, Mich.—Jossman & Howland are out of the grain business.—M. S. Howland.

Findley, Mich.—Raymond Wright has sold his elevator at this place to A. D. Stuart & Son.

Oxford, Mich.—John Gardner, formerly in the grain business here, died recently, aged 75 years.

Orleans, Mich.—Mrs. Geo. Seabrook, formerly of Muir, has bot a third interest in the elevator at this place.

Detroit, Mich.—George W. Dewey, wealthy retired grain merchant of this city, died Jan. 19, aged 83 years.

Moseley sta. (Lowell p. o.) Mich.—I sold my elevator to Brown & Frost and have retired from business.—J. P. Norton.

Coral, Mich.—Wilbur Chapple has sold his interest in the elevator of Chapple & Skeoch to Ambrose Skeoch, son of his partner, J. E. Skeoch.

Bangor, Mich.—Church Bros. have bot the interest of their inactive partner, B. F. Wegner, and are now sole owners of the Bangor Elevator & Supply Co.

Manistee, Mich.—Our entire plant will be equipped electrically. The motors will be installed as soon as possible.—G. A. Hart, pres. Manistee Flouring Mill Co.

Carsonville, Mich.—George and C. E. Oliver, prop. of the Model Mfg. Co. at Port Huron, have purchased a plant at this place. George Oliver will be mgr.

Merrill, Mich.—The capital stock of our company is \$30,000 and not \$10,000 as shown in the List of Michigan Grain Elevator Operators.—Merrill Farmers Elevator Co.

Brent Creek, Mich.—Frank McNally, who recently sold his elevator at Montrose, has entered into partnership with his brother, Thomas McNally, of the Brent Creek Elevator Co.

Jackson, Mich.—Representative Lynn J. Lewis will introduce a reciprocal demurrage bill at this session of the Legislature.—John C. Graham, sec'y Michigan Hay & Grain Ass'n.

Beaverton, Mich.—We have our new warehouse practically completed. Business was very good during the year ending Dec. 31, 1916.—Beaverton Co-operative Produce Co.

Clyde, Mich.—The Clyde Elevator, J. Sutton, prop., burned Jan. 2. Estimated loss, \$12,000; insurance, \$11,000. The building contained a quantity of grain and beans. A car of flour and feed was also destroyed.

Auburn, Mich.—The Auburn Elevator Co. sustained a loss of over \$200 Jan. 2 when thieves broke into the elevator and took 14 bags of beans. E. L. Heath, of Lawrence, and W. E. Heath are the owners of the company.

Jackson, Mich.—Representative Merton Wiley has introduced a bill changing the Michigan Railroad Commission to a public service commission with jurisdiction over Public Utilities.—John C. Graham, sec'y, Michigan Hay & Grain Ass'n.

Dewitt, Mich.—About \$120 worth of beans was stolen Jan. 5 from the elevator of the Christian Breisch Co. by Fred Clark and Ray Brisbo, of Lansing. The thieves were arrested when they attempted to sell the 8 bags of beans to elevator men at Lansing.

Vestaburg, Mich.—We will erect a new elevator as soon as we can get the material on the ground to replace our elevator, which burned Dec. 21. The building, with contents, was fully covered by insurance.—R. McGilivray, mgr. Michigan Bean Co.

Albion, Mich.—The Farmers Elevator Co. has been organized, with a paid up capital stock of \$20,000. The old brick elevator has been purchased for \$11,000 from the Albion Holding Co. and it will be removed and placed on a new foundation. L. D. McClure is sec'y of the company. The company is discussing the establishment of a shipping station at Marengo.

Lansing, Mich.—The mid-winter meeting of the Michigan Hay & Grain Ass'n will be a one day session and will be held in this city on Feb. 21, with headquarters at the Downey House. The Chamber of Com-

merce, thru the sec'y, Chas. Davis, has donated for the use of the ass'n, the dining room of the Auditorium, with a seating capacity of 400, for the business session in the afternoon, and the banquet in the evening. The entertainment com'ite has promised all members and their friends a trip thru the Reo Automobile Co. Factory, leaving the hotel at 10 o'clock and returning at noon for luncheon so that visitors can have a little time for visiting in the hotel lobby before assembling at the Auditorium for the business session, which will start at 2:30 o'clock. Kindly advise F. L. Young, Lansing, how many plates you wish him to reserve for the banquet. The ladies have promised a great "feed" and the musical program will be very good.—T. J. Hubbard, pres.

MINNESOTA

Deer Creek, Minn.—S. M. Rector has bot the elevator of his brother, F. C. Rector.

Canby, Minn.—F. Kovarik is now in charge of the elevator and mill of G. W. Van Dusen & Co.

Withrop, Minn.—J. C. Kramer is now assistant at the elevator of the Farmers Elevator Co.—H. F. Lichfelt, mgr.

Albert Lea, Minn.—The Albert Lea Flour Mfg. Co. is building a warehouse for flour and feed, adjoining its elevator.

Welcome, Minn.—The elevator of the Rippe Grain & Mfg. Co. was damaged by fire on Jan. 3. Loss to the building \$500, and contents, \$300.

Karlstad, Minn.—The Farmers Elevator Co. sustained a loss of \$200, covered by insurance, when the engine room at its elevator was damaged by fire.

Moorhead, Minn.—Frederick Goodsell, for more than 25 years engaged in the grain and fuel business here, died of pneumonia Jan. 15, aged 80 years.

Rochester, Minn.—Fire, which damaged the old Tracy Elevator, near the Great Western, was of incendiary origin, according to the chief of the fire dept. The elevator had been idle for some time.

Rochester, Minn.—The fire at our plant Jan. 2 was confined to the office and caused a loss of less than \$50. It started in a box of kindling wood, supposedly from a cigar stub or match.—Sheldon & Richardson.

Paynesville, Minn.—Leonard Garding, who for 6 years was mgr. of the Lang Elevator Co., has bot the elevator of the Cargill Elevator Co. and will operate it under the name of the Leonard Garding Grain & Fuel Co.

Manchester, Minn.—The Manchester L. S. & Grain Ass'n incorporated to do a grain elevator business; capital stock, \$10,000; incorporators, Ole M. Olson, pres., H. P. Larson, vice-pres., Jens O. Jordahl, sec'y, A. O. Moen, treas.

Luverne, Minn.—Ray Koehn, who has been connected with the E. A. Brown Co. for the past year, and of late years as traveling auditor, relinquished his position and is now mgr. of the Coffey-Miller Grain Co. E. J. Harms is ass't mgr. Mr. Coffey will open a brokerage office in the near future.

DULUTH LETTER.

W. P. Falk, of C. C. Wyman & Co., has been admitted to membership in the Board of Trade on transfer from A. D. Guthrie.

A. W. Frick, who retired last month as mgr. of the office of the Van Dusen-Harrington Co., has gone to California for the remainder of the winter. He will probably re-enter the grain business in the spring.

Members of the Board of Trade responded liberally to appeals to take care of French children, who lost their fathers at the front, and their subscriptions to the orphan fund will number between 50 and 75.

At the annual election of officers of the Duluth Board of Trade Clearing Ass'n, Thomas Gibson was elected pres. and W. J. McCabe, vice-pres. Parker Paine was re-appointed mgr. and sec'y-treas., and W. C. Johnson, ass't mgr. and ass't sec'y-treas.

At the annual election of officers of the Board of Trade Jan. 16 the following were chosen: Pres., M. L. Jenks; vice-pres., B. Stockman; directors, H. F. Salyards, H. S. Newell and J. H. Bail.

The com'te on arbitration of the Board of Trade for this year consists of C. G. Barnum, W. S. Moore and Wm. Grettum. The board of appeals is composed of Thomas Gibson, F. E. Lindahl and H. J. Lebrée. The inspection com'te consists of J. F. McCarthy, A. M. Prime, Charles F. Haley, M. M. McCabe and H. A. Starkey.

MINNEAPOLIS LETTER.

Stephen Harris, at one time engaged in the grain business here, died Jan. 9, aged 41 years.

The Cargill Elvtr. Co. has awarded contract for a 1,000,000-bu. annex for its Elvtr. "T" to James Stewart & Co.

The membership in the Chamber of Commerce held by W. P. Tuttle has been posted for transfer to Joseph Simons.

E. E. Mitchell has been appointed as a member of the com'te of investigation of the Chamber of Commerce, succeeding H. E. Marshall, resigned.

W. M. Atkinson, pres. of the Atkinson Mfg. Co., was seriously injured Dec. 27 by falling from a manlift at the plant. He is in the hospital, but is recovering.

The program for the annual meeting of the Minnesota Farmers Grain Dealers Ass'n at this city Feb. 14-16 is published elsewhere in this number of the Journal.

An explosion of dust, which is believed to have been caused by crossed wires, started a fire Jan. 12 in the basement of the Great Western Elvtr. Because the grain in the elvtr. proper was not reached by water, the damage was comparatively light.

ST. PAUL LETTER.

The capital stock of the Equity Co-operative Exchange will be increased from \$500,000 to \$1,000,000. The capacity of the new terminal elvtr. will be doubled during the coming season.

The following have been appointed members of the state grain and warehouse com'te: Senator Ole A. Segeng, chairman, Adams, Blomgren, Bonniwell, Gardner, Holmberg, Johnson, Orr, Potter, Rystrom and Westlake.

A bill is before the legislature to prohibit commission merchants from having an interest in grain sold by them as such commission merchants. Another bill provides that certificates of grain inspection shall set forth the test weight per bushel.

St. Paul, Minn.—Rep. S. N. Lee, Rollag, is introducing a house bill in which is proposed an amendment to the present grain inspection law so the final decision in establishing grades of wheat will be based upon the milling and bread producing tests for an individual sample, with due consideration for the physical qualities of the grain.

Farmers who lost their 1916 crops by floods in the Red River valley will get state loans for the purchase of seed grain and feed for their live stock, under the terms of a bill to be introduced by Senator Edward Rustad, of Wheaton. The bill will limit the amount of seed and feed to be borrowed probably to 150 bus. and is designed to help the small farmer.

The following bill has been introduced in the house by Rep. L. S. Spooner, of Morris: Section 2. Powers and Duties of Inspector.—The chief grain inspector shall administer all laws, rules and regulations relating to state inspection and grading and weighing of grain, and weighing and inspection of hay and straw, and weighing of coal; he shall administer all laws and regulations relating to public grain warehouses and issue licenses therefor; he shall enforce the laws and regulations relating to warehouses and commission merchants. His salary shall be \$4,500 per annum. His bond shall be in the sum of \$50,000. Except as otherwise provided in this act, there shall devolve upon him all powers and duties relating to those persons or matters now conferred by

law on the railroad and warehouse commission and its sec'y, its warehouse registrar and chief grain inspector, and on the state grain and hay inspectors and state weighmasters and weighers, and on any other person or official now appointed, or to be appointed, or employed by said commission.

MISSOURI

Iantha, Mo.—The Murray Grain & Hardware Co. will increase its capital stock from \$25,000 to \$50,000.

Marshall, Mo.—A branch office has been opened by Jas. E. Bennett & Co., of Chicago, Ill., with John S. Farrington as mgr.

Palmyra, Mo.—We are organizing a farmers elvtr. company to build an elvtr. which is badly needed at this point.—H. P. Nielsen, county agriculture agt.

Weston, Mo.—We are annoyed by scoop shovelers at harvest time, also by grain firms soliciting the farmers' trade on consignment and for storing.—J. L. Lininger, mgr. R. & B. Elvtr. Co.

We are working at the present time to have a bill introduced which will provide for a reciprocal demurrage in the state of Missouri. We believe that if the railroads are to be granted the privilege of charging an advanced demurrage rate for holding of their equipment longer than a specified time then it is no more than fair to the shipper that this demurrage be made reciprocal, i. e., when a shipper places an order for a car and it is not furnished within the required time, say 48 hours, that the railroads be penalized in the same amount that they penalize the shipper for holding their equipment longer than 48 hours.—J. A. Gunnell, sec'y Missouri Grain Dealers Ass'n.

KANSAS CITY LETTER.

E. D. Bigelow has been re-elected sec'y and D. F. Piazek, treas. of the Board of Trade. Mr. Bigelow is serving his 21st year as sec'y.

A. R. Aylsworth, formerly with the Morrison Grain Co., is now treas. of the Aylsworth-Neal-Tomlin Grain Co., succeeding Tracy Cockle, who is now sec'y of the company.

G. S. Carkener, pres. of the Board of Trade, has appointed the following as members of the com'te on appeals: F. G. Crowell, chairman, H. J. Diefenbaugh, R. J. Thresher, J. E. Rahn and I. C. Thomas.

The Grain Clearing Co., of the Board of Trade, on Jan. 17 elected the following officers: C. W. Lonsdale, pres., F. F. Crowell, first vice-pres., J. J. Wolcott, 2nd vice-pres., R. J. Thresher, sec'y, W. B. Lincoln, treas., G. G. Lee was re-elected mgr.

We are now building, on the site of our building, which burned last fall, a warehouse and elvtr., to hold 25,000 bus. of bulk grain and 100 cars of hay and sacked feed. The cost of the building and property will be about \$30,000 or \$35,000. The plant will be completed about Feb. 25.—Schilling Grain Co.

W. M. Giles, member of the Board of Trade, has engaged in the grain business on his own account. He resigned as mgr. of the branch office of Logan & Bryan, of Chicago, Ill., and was succeeded by Joseph W. Smith, who has applied for membership in the Board of Trade on transfer from Stuart Logan.

Charles A. Dayton was chosen pres. of the Kansas City Grain Club Jan. 18 at its annual dinner at the Hotel Muehlebach. F. C. Hoose was elected vice-pres., A. D. Wright, sec'y-treas., and F. C. Vincent, W. B. Lathrop, J. A. McLiney, C. A. Severance and A. L. Ernst, members of the executive board.

The Board of Trade insurance fund paid 6 death assessments, of \$2,000 each, last year. Since it was organized 18 years ago, the members have paid an average of \$294.25 for their insurance in 44 assessments. They have received 15 dividends, aggregating \$83.71 for each member. The net cost of insurance has been \$5.84 a year per \$1,000.

Cort Addison has resigned as mgr. of the branch office of the Orthwein-Matchette Co. to become a partner with Herbert Benton in the newly organized firm, to be known as the Benton-Addison Grain Co. He has applied for membership in the Board of Trade on transfer from C. G. Benton, deceased.

At a hearing in the Kansas City supervisory office before Chester Morrill, solicitor of the office of markets of the dept. of agriculture, on Jan. 15, recommendations for modifications in the new federal grain grades act were made. George B. Ross, head of the Kansas grain inspection dept. and J. T. Bradshaw, head of the Missouri dept., both contended that the present requirements as to separation were too rigid, and that, if closely adhered to, certificates of inspection cannot be delivered until a day after the arrival of grain at a large market instead of the same morning, as at present. It was also asserted that the section of the law requiring true samples for determining the grade cannot be observed to the letter in the case of heavily loaded cars. The failure of the law to require the licensing of samplers, it was claimed, put too much responsibility on inspectors. Mr. Ross urged Mr. Morrill to recommend a change in the law requiring the licensing of samplers.

ST. JOSEPH LETTER.

The new quarters of the Grain Exchange will not be ready for occupancy until Feb. 15.

The arbitration com'te, appointed by the directors of the Grain Exchange, consists of C. A. Geiger, J. A. Gunnell and F. J. Watts.

Lee Savage, of Springfield, Ill., is now traveling solicitor for the Marshall Hall Grain Co. and will make this city his headquarters.

The program for the annual meeting of the Missouri Grain Dealers Ass'n at this city Jan. 30, 31, is published elsewhere in this number of the Journal.

The Larabee Mfg. & Elvtr. Co. has let contract for its mill and elvtr. and ground has already been broken for the building, which is to be a unit of a plant, several times as large. It is expected to have this unit in operation late next summer.

J. A. Hildyard, local mgr. of the Turon Mill & Elvtr. Co., which has been taken over by the recently incorporated Miller-Stevenson Grain Co., has been transferred to the Wichita office of the company. Charles G. Smith has been placed in charge of the local branch.

The Gunnell-Gillett Grain Co. incorporated; capital stock, \$10,000; incorporators, James A. Gunnell, J. D. Gunnell and Malcolm H. Gillett. The company has taken over the grain business of the J. A. Gunnell Grain Co. Mr. Gillett has been interested in the hog serum plant at South St. Joseph.

John M. Flynn has been re-elected sec'y of the Grain Exchange. Mr. Flynn has been very active in building up the local market and put in a great deal of time and personal effort in securing new firms for this city. J. W. Craver has been elected treas. He was presented with a handsome watch by the members in appreciation of his past services as pres.

ST. LOUIS LETTER.

Oscar Whitelaw, ex-pres. of the Merchants Exchange, is seriously ill.

The Picker & Beardsley Commission Co. has removed its offices to the first floor of the Merchants Exchange Bldg.

A petition circulated by Aderton Samuel and signed by a number of members of the Merchants Exchange has been presented to Pres. Ballard asking for the reappointment of John Dower as supervisor of the weighing bureau.

The St. Louis Grain Club held its annual election of officers Jan. 16. Nathaniel L. Moffitt was elected pres., W. T. Brooking, vice-pres., and W. B. Christian, sec'y. The executive com'te consists of Paul Berger, W. K. Stanard, W. J. Edward, J. P. Newell and C. L. Wright.

An informal discussion of the proposed workmen's compensation law for Missouri was held at a meeting of representatives of 12 employers' ass'n's under the auspices of the Chamber of Commerce. This meeting was the initial effort to bring the employers' ass'n's of the state together.

John H. Herron, who has been mgr. of the branch office of Ware & Leland at Cedar Rapids, Ia., is now representing the Elmore-Schultz Grain Co. on the floor of the Merchants Exchange, in charge of the company's cash corn and oats business. He was at one time pres. of the Sidell Grain & Elevtr. Co. at Sidell, Ill.

At the annual meeting of the St. Louis Grain Clearing House, Nathaniel L. Moffitt was re-elected pres. Fred W. Steele was chosen vice-pres., and Claude A. Morton, sec'y-treas. The officers and Ben Lang compose the board of directors. The clearing house for 1916 showed the largest volume of business since its organization.

Eugene Smith, sec'y of the Merchants Exchange, has been notified by Attorney Percy Werner, at Jefferson City, that the appeal bond from the judgment of ouster relative to the weighing of grain by the Exchange, recently handed down by the Missouri Supreme Court, had been accepted and the matter taken to the United States Supreme Court.

The following notice has been issued to members of the Merchants Exchange by Charles Rippin, traffic commissioner: "All tariffs filed by St. Louis railroads to become effective at various dates during the month of January, imposing extra charges for holding cars on track, over and above the present rates of demurrage, have been suspended by the Interstate Commerce Commission." This will allow grain and hay receivers to continue their business as usual, pending further action by the commission.

Eugene E. Smith has been renamed sec'y-treas. of the Merchants Exchange. The com'ite on grain for this year consists of Edward C. Andrews, chairman; J. E. Dixon, J. Paul Berger, Charles L. Niemeier, Samuel Plant, Gilbert Sears and C. F. Beardsley; barley com'ite, Fred C. Orthwein, chairman; F. W. Feuerbacher, Edwin J. Greeve and William J. Lemp; dept. of weights, J. Frank Vincent, chairman; Robert C. Valier, vice-chairman, W. J. Edwards, George Harsh, Fred Deibel, George C. Martin, Jr., Herman A. Von Rump, Walter H. Toberman and John L. Wright; special com'ite on appeals, E. C. Dreyer, chairman; C. L. Carter, E. F. Catlin, C. H. Albers, T. H. Francis, A. C. Robinson and E. A. Whitehead.

MONTANA

Stevensville, Mont.—The May Mercantile Co. is building an elevtr. A. M. Thornburgh is mgr.

Helena, Mont.—A state millers ass'n has been formed with C. W. Sweet as pres. and E. S. Clark as sec'y.

Comanche, Mont.—The Farmers Elevtr. Co. incorporated, capital stock \$15,000. An elevtr. will be erected.

Valier, Mont.—The erection of an elevtr. at this station is contemplated by the Rocky Mountain Elevtr. Co.

Three Forks, Mont.—J. M. Stroman has been installed as mgr. of the Three Valleys Co-operative Ass'n, succeeding W. A. Clark.

Drummond, Mont.—The Equity Co-operative Ass'n has been organized to build and operate a 50,000-bu. elevtr. and large warehouse.

Reed Point, Mont.—The Farmers Elevtr. Co. has built new coal sheds and is handling coal in connection with its grain business.—C. M. Hart, mgr.

Ft. Benton, Mont.—The capacity of the elevtr. of the State Elevtr. Co. is being increased by an addition, which will allow for 40,000 bus. of grain being cared for.

Denton, Mont.—We contemplate erecting an elevtr., of about 30,000 bus. capacity, to operate in connection with our mill, which we are installing now.—Denton Mfg. Co.

Richey, Mont.—The International Elevtr. Co. is building a 30,000-bu. elevtr. here. T. E. Ibberson has the contract for the house, which will be managed by E. J. Lingren.—C. R. Oliver, agt. Occident Elevtr. Co., Enid.

Cascade, Mont.—After having run steadily for a year at an average of 18 hours a day, it became necessary to close down for 2 weeks to repair the wear and tear of the machinery. Our plant is again in operation.—Cascade Mfg. & Elevtr. Co.

Agawam, Mont.—Our elevtr. is almost completed and is now taking in grain. This is the first elevtr. to be built here. The Gallatin Valley Mfg. Co. will erect an elevtr. next summer at this station, which is on the C. M. & St. P.—Geo. L. Harrington, mgr. Montana Elevtr. Co.

Kolin, Mont.—O. W. Nelson, agt. of the Rocky Mountain Elevtr. Co., has disappeared. He accompanied his wife to Stanley, N. D., just before Christmas, and started on a half-mile walk over a country road, intending to take the train back home. A blinding snow storm was raging and it is feared that he perished in it. His books at the elevtr. have been found to be correct.

Poplar, Mont.—The Equity Co-operative Ass'n has completed its 40,000-bu. elevtr. The building is 32x34 ft. on a solid cement foundation. It has 2 work floors and a full platform. Equipment includes a dump scale, 2 legs, Richardson Automatic Scale, cleaner, 15-h. p. gas and oil engines, and manlift. A 20x32 ft. warehouse for flour and feed has been built. A pit on the first work floor holds 800 bus. and 2 pits on the 2nd floor hold 125 bus. each. There is a down hill pull to the elevtr.—B. Frank Stone, mgr.

Helena, Mont.—A bill has been introduced in the house by Rep. Adam Stimpert of Cascade County which provides for the submission to a vote of the people of a proposed law authorizing the state of Montana to exceed its constitutional limit of indebtedness in the sum of \$250,000 for the purpose of purchasing and building a terminal grain elevtr. at Minneapolis. The bill has passed first and second readings and has been referred to the ways and means com'ite. Montana farmers have long waited a terminal elevtr. in the Twin Cities where a greater share of the Montana grain is marketed and the Stimpert bill, they believe, is designed to relieve the present unsatisfactory marketing conditions. The bill provides that the question of authorizing the bond issue shall be submitted to a vote of the people at the next general election. The bonds are to be in denominations of \$1,000 each and are not to bear more than 5 per cent interest. The bill provides that the bonds may be taken up any time after 5 years. To meet payment of the interest and to provide a fund for the redemption of the bonds it is specified that a tax levy not exceeding one-half mill be made against all agricultural lands of the state and be placed in a special "terminal elevtr." fund.

NEBRASKA

Anoka, Neb.—The Farmers Elevtr. Co. is being organized to build an elevtr.

Blair, Neb.—J. Christenson is mgr. of the new elevtr. of the Farmers Elevtr. Co.

Ames, Neb.—The elevtr. of the Farmers Elevtr. Co. has been reopened for business.

Holmesville, Neb.—George Hunkle has been retained as sec'y-mgr. of the Farmers Elevtr. Co.

Oshkosh, Neb.—The Farmers Elevtr. Co. has completed the office in connection with its elevtr.

Harvard, Neb.—Thomas A. Siefken resigned Jan. 1 as mgr. of the Farmers Union Elevtr. Co.

Lincoln, Neb.—The A. R. Roberts Commission Co. has removed to 722 Terminal Bldg.—P. M.

Filley, Neb.—Ed Dobbs has been employed as ass't at the elevtr. of the Farmers Elevtr. Co.

Minatare, Neb.—The Central Granaries Co. has re-opened its elevtr. with F. C. Liddle in charge.

Winnebago, Neb.—Farmers have organized an elevtr. company to build an elevtr. on the Burlington.

Martland, Neb.—Claude Wilbur, of Albion, is now agt. of the Nye Schneider Fowler Co. here.

Nebraska City, Neb.—M. L. Crandell has been chosen as mgr. of the Farmers Elevtr. Co. for another year.

Cedar Creek, Neb.—A. Thompson has been elected mgr. of the Farmers Elevtr. Co. for the coming year.

Hooper, Neb.—The Latta Grain Co., of Tekamah, has bot the Roberts Elevtr. and placed it in operation.

Hordeville, Neb.—Victor Hahn will be ass't mgr. of the elevtr. of the Farmers Elevtr. Co. during the coming year.

Sholes, Neb.—E. W. Clossen & Co. will install a 1,250-bu. Richardson Automatic Elevtr. Scale in its elevtr.

Plymouth, Neb.—Charles Malchow, who has been mgr. of the elevtr. of Chas. Germer for 6 years has resigned.

Broadwater, Neb.—Chas. L. Williams is mgr. of the new 15,000-bu. iron clad elevtr. of the Farmers Elevtr. Co.

Orleans, Neb.—J. P. Richards, of this city, contemplates engaging in the grain business at Kansas City, Mo.

Utica, Neb.—The recently incorporated Utica Grain Co. will not operate an elevtr. but will do a milling business.

Peru, Neb.—The Farmers Elevtr. Co. has built a 15,000-bu. up-to-date elevtr.—Chas. Dvoris, agt. P. S. Heacock & Son.

Dorchester, Neb.—The W. J. Reed Grain Co. has bot a 1,000-bu. Richardson Automatic Type Registering Elevtr. Scale.

Randolph, Neb.—H. O. Peterson has installed a 1,250-bu. Richardson Automatic Elevtr. Scale with type registering beam.

Wymore, Neb.—A 1,000-ton coal shed, with concrete floor, has been constructed by the Farmers Grain, Lumber & Coal Co.

Elk Creek, Neb.—The office at the elevtr. of the Central Granaries Co. burned recently. A new building will replace it soon.

Howells, Neb.—Repairs have been made on the elevtr. of the Nye Schneider Fowler Co., which was recently damaged by fire.

Paul, Neb.—Charles Bader, formerly mgr. of the Farmers Elevtr. Co. at Nebraska City, is mgr. of the new elevtr. of the Farmers Union at this place.

Syracuse, Neb.—The Farmers Elevtr. Co. has purchased a 7½ and a 5-h. p. electric motor for its elevtr. F. S. De Long has been retained as mgr.

Meadow, Neb.—W. S. Hare is now operating the elevtr. of the Evans Grain Co., which was for some time leased to the Lincoln Grain Co.—X.

Davenport, Neb.—H. B. Stoores is now mgr. of the Farmers Elevtr. Co. succeeding M. A. Osborne, who will go to Colorado where he has bot an elevtr.

Osceola, Neb.—The Farmers Grain Co. expects to have the elevtr., which it is building to replace the one burned Oct. 30, ready for operation about Feb. 1.

Brennan sta. (Hastings p. o.) Neb.—Gerd Harm, who conducted an elevtr. and store here, died recently, leaving a large estate. He had no relatives.

Albion, Neb.—Albert Fowler, who has been working for the Nye Schneider Fowler Co. at Creston, has been transferred to the company's elevtr. at this place.

Surprise, Neb.—Owen Howe is now agt. of the Nye Schneider Fowler Co. in place of Howard Shrader, who was compelled to give up the work as the grain dust affected his lungs.

Fremont, Neb.—The Nye Schneider Fowler Co. has prepared plans for the new fire-proof elevtr. which will be erected on the site occupied by Elevtr. "B," destroyed by fire Dec. 19. The new elevtr. will be a 500,000-bu. reinforced concrete house.

Roca, Neb.—I have succeeded Arthur Brown as mgr. of the Farmers Grain & Coal Co.—Robert W. Jark, formerly agt. Bunton & Nichols, Brayton, Ia.

Foster, Neb.—Wm. Reikofski, who bot the elvtr. of the Farmers Grain Co. last fall, has installed an automatic scale.—F. D. Hancock, agt. Nye Schneider Fowler Co.

Minden, Neb.—The elvtr. of the Farmers Elvtr. Co. was threatened with destruction recently when the gas engine back fired and set fire to the gasoline in the carburetor.

Ceresco, Neb.—Mont Robb, who resigned Jan. 1 as mgr. of the Farmers Elvtr. Co. at Union, has succeeded C. Oscar Louis as mgr. of the Farmers Union Elvtr. Ass'n here.

Naponee, Neb.—The two east elvtrs. of the Naponee Mlg. Co. were completely destroyed by fire last week. The buildings were formerly owned by the estate of J. R. McGrew.

Tobias, Neb.—Herman Otto, mgr. of the Farmers Grain & Shipping Ass'n at Wilcox, has purchased the elvtr., which the Equity Grain Co. has been operating under lease for the past 2 years.

Pleasant Dale, Neb.—On Dec. 23 an attempt was made to destroy the elvtr. of the Nebraska-Iowa Grain Co. The fire was discovered and extinguished before any damage was done.—P. J. Hohnstein, agt.

OMAHA LETTER.

The capital stock of the Udpikie Elvtr. Co. has been increased to \$1,000,000.

Hulburd, Warren & Chandler, of Chicago, Ill.; have established a branch office in the Grain Exchange Bldg. with W. G. Fuller, formerly mgr. of the branch office of Finley Barrell & Co., in charge.

A. E. Priest has bot an interest in the Adams-Whyte Grain Co. and will be actively associated with this company. Mr. Priest has been acting as traveling solicitor for grain firms of this city.

We have installed in our office the private wire of the Bartlett Frazier Co., Chicago, and are now in a position to give the usual private wire service on all Chicago grain futures.—O. E. Harris, of Trans-Mississippi Grain Co.

NEW ENGLAND

Bath, Me.—The Kimball Bros. Co., operating an elvtr. here, contemplates discontinuing business.

Shelburne Falls, Mass.—Rufus Covell, who built and operated the elvtr. now owned by the Potter Grain Co., died recently, aged 66 years.

St. Albans, Vt.—The machinery is being installed in the new elvtr. and mill of the St. Albans Grain Co. and the plant will be in operation about Apr. 1.

Charlton, Mass.—The Bond Grain Co., which is a branch of the J. B. Garland & Son Grain Co., Worcester, has taken over the grain business of George W. King.

Olneyville, R. I.—A large elvtr. may be established here within the next few months if negotiations between the New Haven Railroad and the Narragansett Mlg. Co. are carried thru. The milling company is seeking to lease a site on the railroad right-of-way.

Manchester, N. H.—F. H. Masse, doing business as F. H. Masse & Co., has sold to an incorporated company, which started Jan. 1 under the name of the F. H. Masse Co. The main store and office is located at 357 Elm St. and a branch store on South Main St. Albert E. Jean is treas. and mgr.—F. H. Masse Co.

BOSTON LETTER.

Otis D. Fellows, one of the earliest members of the Chamber of Commerce, died recently. He had been a member of the firm of Robinson & Fellows, grain and flour dealers.

The following officers were elected at the annual meeting of the Flour & Grain Club on Jan. 9: Pres., Henry M. Thompson, vice-pres., J. Karcher, Jr.; sec'y-treas., Elmer E. Dawson; executive com'te, Warren J. Torrey and Walter E. Smith.

The following complaint com'te has been appointed by William D. Fulton, chairman of the grain board of the Chamber of Commerce: James T. Knowles, Frank J. Ludwig, H. P. Van de Bogert, Horace Cook and Frank W. Crane. The com'te will investigate all complaints that may come before the board as to business irregularities between members of the board, as well as with those outside the exchange.

NEW YORK

Waverly, N. Y.—The Tloga Mill & Elvtr. Co. is operating its new 51,000-bu. concrete elvtr., on the D. L. & W., Lehigh Valley & Erie R. R. Steam power has been installed. Deverell, Spencer & Co. had the contract.

BUFFALO LETTER.

Richard C. O'Keefe, resigned Jan. 15 as executive sec'y of the Chamber of Commerce, to become associated with George E. Pierce in the grain and elevating business.

The Grain Clearing Corporation held its annual meeting on Jan. 9. A. W. Thompson, Cleveland, was elected pres., George E. Pierce, vice-pres., C. H. Williamson, treas., and James A. Stevenson, sec'y.

The annual election of the Chamber of Commerce was held Jan. 10. George E. Pierce, elvtr. owner and mgr., and Maxwell M. Nowak, in the feed milling business, were elected officers for the coming year.

NEW YORK LETTER.

Chas. E. Kelly, Chas. A. Waters and Elick Lowitz, of Chicago, Ill., have applied for membership in the Produce Exchange.

Thomas G. Ready, member of the Produce Exchange, will represent E. Lowitz & Co., Chicago, in the local grain market as Finley Barrell & Co., who he has been representing, have given up their private wire.

The 8th annual banquet of the Oats Trade of the Produce Exchange was held Jan. 20 at the Waldorf. Addresses were made by Joseph P. Griffin, pres. of the Chicago Board of Trade, and H. L. Goemann, of the Goemann Grain Co., Mansfield, O.

Edward C. Bodman, for 57 years a member of the grain firm of Milmine, Bodman & Co., died Jan. 21 at Lakewood, N. J. He was one of the oldest and best known grain merchants in the United States. Mr. Bodman, who was 77 years of age, had been ill for several months.

The Chamber of Commerce on Jan. 11 handed to every legislator a written request to work for the establishment by the state, at this city, of an up-to-date elvtr. of unusual size. The state already has purchased property at New York for canal terminals, and the Chamber of Commerce urges that the state be permitted to erect an elvtr. there.

NORTH DAKOTA

Selfridge, N. D.—Farmers are organizing a company to build an elvtr. this summer.

Park River, N. D.—John McConnell is now grain buyer at our 60,000-bu. elvtr.—Park River Mlg. Co.

Minto, N. D.—Plans have been made for the rebuilding of the elvtr. of the Ely-Salyards Co., which burned Dec. 29.

Litchville, N. D.—A small blaze in the office at the elvtr. of the Gieblink Elvtr. Co. did a nominal damage, amounting to about \$50.

Ross, N. D.—A. F. Ginther is my successor as agt. of the St. Anthony & Dakota Elvtr. Co. and I am out of the grain business.—A. Grindler, Wendell, Minn.

Lemert sta. (Carrington p. o.), N. D.—C. C. Wiemals has been appointed mgr. of the 40,000-bu. elvtr. for which the Lemert Equity Elvtr. Co. let contract to D. F. Hoag & Co.

Starkweather, N. D.—The recently incorporated Starkweather Elvtr. Co. intends to either buy or build an elvtr. here this coming season.—A. T. Hilden, mgr. Farmers Grain Co.

Carson, N. D.—The elvtr. of the Farmers Elvtr. Co., containing 30,000 bus. of grain, was totally destroyed by fire on Jan. 8. Loss, \$45,000; insurance, \$30,000. The company will rebuild in the spring.

Bismarck, N. D.—The state treasurer is at a loss what to do with the \$90,000 collected under the mill tax for the terminal elvtr. fund, which is returnable on demand since the constitutional amendment authorizing the levy was repealed.

Stanley, N. D.—We will enlarge our elvtr. next summer. We recently installed a cleaner and 2 new legs, one to receive grain and one to take care of the cleaning. C. W. Larson is mgr. and E. Sikes, pres., of the company.—Farmers Elvtr. Co.

Michigan, N. D.—Steps have been taken towards the reorganization of our company to that of a truly co-operative institution. Already more than \$5,000 worth of stock has been subscribed for the new company.—J. L. Barney, mgr. Farmers Elvtr. Co.

Wabek sta. (no p. o.), N. D.—The recently incorporated Farmers Elvtr. Co. is completing the 30,000-bu. elvtr. for which it let contract to the Hickok Construction Co. The office is being built adjacent to the driveway, with the scale beam in the office. The engine room is under the office with the stairway inclosed. A 5-bin coal shed, with concrete floor, will also be built. This station is 4 miles south of Plaza.

OHIO

Bainbridge, O.—Worley Bros., operating an elvtr. and mill, have installed a corn meal plant in connection.

Lewistown, O.—We will enlarge our elvtr. so that it will have a capacity of 40,000 bus.—C. E. Dalrymple.

West Rushville, O.—I am mgr. and operator of the elvtr. of the Shaw-Turner Co. at this station.—Clay H. Shaw.

Rushmore, O.—The elvtr. of D. R. Risser, containing about 20,000 bus. of grain, burned recently. A car of corn on the track was also destroyed. The loss is covered by insurance.

Broadway, O.—I have bot the interest of my partner, P. H. Perry, and am now sole owner of the property and business, formerly operated under the name of P. H. Perry & Co.—D. D. Hersherberger.

Homeworth, O.—Isaac Bixler, who formerly operated an elvtr. and mill here, and recently purchased the plant of the Empire Mlg. Co. at Wooster, died Jan. 12. The business will be continued by his son.

Centerburg, O.—We will install a new ball bearing attrition mill, a cob or ear corn crusher, and a ball bearing roller mill to make cracked corn and corn meal on. We operate the only elvtr. at this point.—T. V. Udpikie & Son.

Lexington, O.—The plant of the Cockley Mlg. Co. burned Jan. 11, together with over 15,000 bus. of wheat, held in store for farmers, and 500 bus. of clover seed. Estimated loss, \$150,000. Plans for rebuilding have not been given out.

Cleveland, O.—The Grain & Hay Exchange held its annual meeting on Jan. 9. The new board of directors consists of H. W. Robinson, Herman Schmitt, F. W. Blazy, C. G. Clark, E. N. Fairchild, J. G. Monfort, and F. E. Watkins. The old officers have been re-elected and James H. Reuse was selected sec'y to take the place of W. Z. Fuller, who resigned, effective Feb. 1.

Lancaster, O.—John J. Shaw is pres., Pearl Turner, general mgr. in charge, and George E. Turner, sec'y-treas. of the new firm of the Shaw-Turner Co., which has its main office here. A building, with a capacity of 20,000 bus. of wheat and a large capacity of corn and other grain, has been purchased here. The firm will operate elvtrs. at this place, Rushville, North Berne and Hookers sta. Other shipping points are Somerset, Mt. Perry, on the B. & O., and Millers siding, on the T. & O. C.—Clay H. Shaw, mgr. Shaw-Turner Co., West Rushville.

CINCINNATI LETTER.

Ray Bender has been admitted to clerk membership in the Grain & Hay Exchange.

A. Clifford Shinkle was elected pres. of the Chamber of Commerce at its annual election on Jan. 10.

The annual election of the Grain & Hay Exchange of the Chamber of Commerce will be held Feb. 15. The nominating com. is composed of A. M. Braun, John E. Collins, Jr., Frank R. Maguire, H. Edward Richter and E. A. Smith.

OKLAHOMA

Choteau, Okla.—The Choteau Grain & Elvtr. Co. is improving its elvtr.

Cheyenne, Okla.—The Clinton Grain Co. will build an elvtr. and office at this point.

Aline, Okla.—J. W. Grimm bot and took possession Jan. 1 of the elvtr. of J. M. Shepard.

Blackwell, Okla.—H. Stauffacher will build a concrete building to accommodate his grain offices.

Geary, Okla.—Emil Lehman, sec'y-mgr. of the Geary Mfg. & Elvtr. Co., was married recently to Miss Fern Wardell.

Watonga, Okla.—J. W. Gerhardt, former mgr. of the elvtr. of C. Y. Semple, has engaged in the flour and feed business.

Forgan, Okla.—The Bouquot & Ludwick Grain Co. has succeeded the Alva Roller Mills at this place.—W. A. McMahon, mgr. Drennan Grain Co.

Welch, Okla.—I have installed a 40-h.p. gas engine in my elvtr. in addition to the 20-h.p. engine, giving a total of 60 h.p. in the plant.—H. B. Campbell.

Luther, Okla.—We are putting in a large oil engine that we bot of the Hiawatha Power & Light Co., thru an advertisement we inserted in the Grain Dealers Journal.—W. J. Arthur & Son.

Frederick, Okla.—The E. O. Billingslea Grain Co. is preparing to increase the capacity of its elvtr. to almost 20,000 bus., which will be nearly double the present capacity. New machinery will be installed.—E. O. Billingslea.

Alva, Okla.—We will commence in February to build a new up-to-date mill here of steel and concrete construction, twice the size of our present mill. It will replace the one we have here and as soon as it is ready for operation the old one will be dismantled. The mill will be of the daylight type and will have a capacity of 800 bbls. We will also erect a power plant in connection.—Alva Roller Mills.

OKLAHOMA CITY LETTER.

The Supreme Court on Jan. 9 in an opinion by Justice Hardy upheld the constitutionality of the workmen's compensation law. The case had been designed to test every feature of the law, and this decision is looked upon as settling the entire question.

Gasoline price investigation, which, when made, is intended to be state-wide, has again been postponed, this time to May 10, according to stipulations that have been entered into by the State and attorneys representing interests summoned by the Corporation Commission to appear at the investigation. The date for the investigation has been fixed a number of times.

House Bill No. 10 passed the house Jan. 17 and was before the senate on first reading Jan. 18. This is a very vicious piece of legislation which seriously affects every miller and grain dealer in the state, and steps should be taken immediately to either kill the bill in the Senate or have it amended so that variation in prices is permissible in order to meet legitimate competition. The bill provides that a commodity can not be bot or sold in one section of the state at a less price than the same commodity can be bot or sold in another section of the state. A grain dealer operating a number of elevators could not pay a less price for wheat at one of his elevators than he is paying at another station within the State. Under this law the miller would be obliged to make the same

price to the merchant who buys 1,000 pounds of flour as he makes to a merchant who buys a carload of flour. We urge every miller and grain dealer to get in communication immediately, either by wire or 'phone, with the Senators from their respective districts, urging them to vigorously oppose the bill or to insist that it be amended as above indicated.—C. F. Prouty, sec'y Oklahoma Grain Dealers Ass'n.

OREGON

Portland, Ore.—Port officials are preparing for the erection of bulk grain elvtrs. to move the grain crops of the Pacific Northwest.

Astoria, Ore.—Licenses under the provisions of the state law to store grain and grain products for compensation were granted by the county court to the Astoria Grain Co. and to the Astoria Flouring Mills Co. A surety bond in the sum of \$2,000 was furnished by each company.

PENNSYLVANIA

Pittsburgh, Pa.—C. M. Hardman, of Hardman & Heck, has been admitted to membership in the Grain & Hay Exchange.

PHILADELPHIA LETTER.

The annual election of officers of the Commercial Exchange was held Jan. 23.

William P. Brazier, Jr., has become associated with his father in the grain business.

Charles Z. Weiss, of Avon, has been admitted to membership in the Commercial Exchange. Edward F. Leland, of Chicago, Ill., and William P. Brazier, of this city, have applied for membership.

SOUTH DAKOTA

Dimock, S. D.—I am now with the Derr Elvtr. Co. at this place.—H. B. Hayes, formerly at Stratton, Colo.

Sioux Falls, S. D.—W. H. Moore, formerly with the Flanley Grain Co., is now with the Fields & Slaughter Co.

Aberdeen, S. D.—Regan & Hooper, grain dealers, have removed to larger quarters in the Citizens Bank Bldg.

Frankfort, S. D.—I discontinued the grain business on July 15.—P. W. Hansen, formerly mgr. Frankfort Elvtr. Co.

Sioux Falls, S. D.—The Cargill Commission Co., of Minneapolis, Minn., has opened a branch office in the Royce-Greely Bldg., with E. T. Hanson in charge.

Brentford, S. D.—The Farmers Elvtr. Co. has leased the elvtr. of the Great Western Grain Co. for storage purposes as it has been unable to get cars to ship out grain.

Sioux Falls, S. D.—The Sioux Falls National Bank, which will erect a new building in the spring, intends to keep one floor for the grain dealers as a number of grain firms have applied for space.

Hartford, S. D.—The Farmers Elvtr. Co. held its annual meeting recently and elected a new pres. and mgr. The farmers disagreed at the meeting and as a result Iver Henjum, former mgr., will return in place of Carl Doerr, present mgr. The other faction will build a new elvtr. and place Mr. Doerr in charge.

SOUTHEAST

Richmond, Va.—The J. A. Tate Co. has removed to Greensboro, N. C.—P. M.

Lewisburg, W. Va.—The Aquila Mfg. Co. contemplates the erection of an elvtr.

Gulfport, Miss.—A grain warehouse will be erected by the John E. Koerner Co.

Tampa, Fla.—John Henderson, of the Henderson-Bushnell Co., is now actively associated with E. B. Quinby.

Petersburg, Va.—The Gray Hay & Grain Co. has been organized by A. W. Gray, who has been in the grain and feed business for several years.

Belleair Heights, Fla.—Thomson & McKinnon, of Chicago, Ill., have opened a branch office for the winter, in the Bellevue Hotel, with Wm. O. Kennedy as mgr.

Bluefield, W. Va.—We are engaging in the grain business on a brokerage basis only and for the present at least we will not build any elvtrs.—O. G. Rector, pres.-mgr., Rector, Barham & Taylor, Inc.

Atlanta, Ga.—The annual meeting of the Atlanta Commercial Exchange was held Jan. 17. It is on a very firm footing. The limit of memberships, 150, has been reached and the stockholders have now authorized the issuing of 50 more shares of stock, for which the price will be \$50 per share. The price of the 150 shares taken was \$25 per share. The memberships in due course of time will be valuable. E. P. McBurney was again named pres., Frank Inman was elected first vice-pres., W. L. Fain, 2nd vice-pres., A. P. Coles, 3rd vice-pres., H. E. Watkins, treas., J. Hope Tigner, sec'y and supt. Directors were named as follows: J. R. Ellis, Jr., Robert A. Smythe, George C. Spier, William Butler, G. B. Scott, P. H. Lamar and E. P. McBurney. The following directors, elected at the organization of the exchange for a period of two years, continue for the ensuing year: T. J. Brooke, Joseph Gregg, Clyde King, S. A. Carter, F. M. Inman, J. H. Taylor, Lee Ashcraft and E. C. Ponder.—Joseph Gregg & Son.

TENNESSEE

Chattanooga, Tenn.—The Chattanooga Cereal Co. will build a 100,000-bu. elvtr.

Greenville, Tenn.—The Greenville Feed & Grain Co., incorporated; capital stock, \$2,000; incorporators, H. F. Shoun, J. L. Britton, and others.

Knoxville, Tenn.—The Joe P. Lackey Co. has succeeded Lackey Bros. in the grain brokerage business. Joe P. Lackey will continue as mgr.

Carthage, Tenn.—We operate a small Midget Marvel Mill in South Carthage, on the Tennessee Central Railroad, and will build a small house to hold about 6,000 bus. of wheat and 2,500 bus. of corn.—R. W. Boston, general mgr. Rewoda Mfg. Co.

MEMPHIS LETTER.

Nat S. Graves has been elected sec'y of the Merchants Exchange for the 28th successive time.

James R. McGinnis has succeeded Cyrus E. Stafford as traffic commissioner of the Memphis Hay & Grain Ass'n.

Walter J. Franssoll, ass't sec'y of the Merchants Exchange, has succeeded C. B. Stafford as sec'y of the Merchants Hay & Grain Ass'n.

P. B. Clement, of Webb, Maury & Little, and the Sikes-McMullin Grain Co., of Sikeston, Mo., have been admitted to membership in the Merchants Exchange.

At the annual election of officers of the Merchants Exchange, Jan. 13, E. T. Lindsey was chosen pres. and J. T. Morgan, vice-pres. The directors are W. P. Brown, W. F. Meath, J. L. Neesly, J. J. Wade, W. E. Holt, G. E. Patteson, S. T. Pease and W. C. John.

A meeting of com'ites representing the Memphis Freight Buro and the grain and hay freight buro of the Merchants Exchange was held Jan. 12 on the floor of the Exchange to consider a proposal to merge the two traffic offices. Further conferences will be held before a decision is reached. Inasmuch as C. B. Stafford, grain and hay freight commissioner, has resigned to accept a traffic directorship with the Louisville Board of Trade, effective Feb. 1, it is proposed to consolidate the grain and hay buro with the Memphis Freight Buro, under the direction of J. S. Davant, commissioner of the latter. Provided the consolidation is effected the Memphis Freight Buro will be enlarged to handle the combined business of both traffic buros.

TEXAS

Dallas, Tex.—The Morten Mfg. Co. will erect 4 large grain tanks, at a cost of \$10,000.

San Antonio, Tex.—The name of the Guenther Mfg. Co. has been changed to the Liberty Mills.

Munday, Tex.—The Munday Mill & Elvtr. Co. is building a flour mill in connection with its elvtr.

Sweetwater, Tex.—W. H. Wortham, grain dealer, was married Jan. 8 to Miss Catherine Lockett, of Navasota.

Whiteright, Tex.—An elvtr., corn mill and warehouse have been erected by the Whiteright Mfg. Co., at a cost of \$20,000.

Whiteright, Tex.—The Beatrice Mfg. Co. has erected grain storage tanks, a large warehouse, and improved its mill at a cost of \$10,000.

Beaumont, Tex.—Taylor's Bayou Rice Co. incorporated; capital stock, \$2,000; incorporators, T. H. Garner, W. O'Neal and J. V. Fleming.

Ocheltree, Tex.—S. W. Murphy, of Marshall, Okla., contemplates the erection of an elvtr. on the new railroad under construction at this station.

New Braunfels, Tex.—The H. Dittlinger Roller Mills Co. will have its reinforced concrete elvtr., now under construction, ready to handle next season's crop.

Sherman, Tex.—The Phoenix Public Elvtr. Co. has awarded contract for a concrete elvtr., of 450,000 bus. capacity, to the Burrell Engineering & Construction Co.

Sherman, Tex.—The Diamond Mill Co. has completed the 300,000-bu. reinforced steel and concrete elvtr., for which it let contract to B. J. Carrico. The structure cost \$40,000.

Wichita Falls, Tex.—We have let contract for a 220,000-bu. concrete elvtr., on the site of our present frame elvtr., to the Burrell Engineering & Construction Co. This will give us a total storage capacity of 420,000 bus. in this city.—J. C. Hunt Grain Co.

Austin, Tex.—The Senate Com'te on Roads and Bridges met Jan. 11 and went into a lengthy discussion of the two highway bills. It decided to meet again Jan. 17, at which time persons interested in the bill were asked to be present to discuss the different phases. Members of the com'te think it probable that such legislation, since it provides for the raising of revenue, can not originate in the Senate. However, an effort will be made to agree upon a bill to be reported and substituted for the House bill when sent over. The Texas Good Roads Ass'n bill provides for returning to the various counties one-third of the revenue derived from those counties, the remaining two-thirds to be apportioned over the State under the direction of the Highway Commission. The com'te is practically agreed that at least one-half of the money should be returned to the county of its origin and it is probable that such a provision will be put into the bill reported.

FT. WORTH LETTER.

The Dazey-Moore Grain Co. contemplates increasing its storage capacity to 300,000 bus.

The Ft. Worth Elvtrs. Co. has practically completed its additional storage tanks, which brings its total storage capacity up to 1,250,000 bus.

The E. G. Rail Grain Co. has commenced the erection of a 200,000-bu. annex, which will give it a total storage capacity of 500,000 bus.

The King All-Grain Co. incorporated to make and sell cereal grain products; capital stock, \$8,000; incorporators, Henry H. White, W. A. Skinner and E. W. Gross.

The long-distance telephone bills for the Walker Grain Co. and the Julian A. Ivy Grain Co. for 2 years amounted to \$3,482.23, according to a suit filed against them by the Southwestern Telegraph & Telephone Co., which seeks recovery of that amount, with interest and court costs.

The Union Grain Co. is conducted by B. D. Darby, who was formerly with the Texas-Oklahoma Grain Co., of Vernon. He ran the Panhandle Grain Co. here for a time, and then was mgr. of the J. A. Ivy Grain Co. The Ivy Grain Co. was a \$4,000 corporation, 98% of the stock of which was owned by J. L. Walker, of the Walker Grain Co.

The Bewley Mills has just completed a 200,000 bu. annex, which doubles its storage capacity.

The Railroad Commission thru Commissioners Earl B. Mayfield and C. H. Hurdleston, postponed the hearing on both demurrage propositions until Mar. 13, when it is considered heavy movement of freight will have passed and that there will be no demand for drastic rules to force the releasing of cars, and no doubt the demurrage proposition will then be dismissed. A number of our members express interest in the hearing on the application of the railroads to cancel the issuance of mileage or scrip books, and I am pleased to advise that after the hearing, without consultation or further consideration the Railroad Commission dismissed the case, leaving it just as it stood, and scrip or mileage books can be bot now at the regular price of \$25 for thousand-mile books, good over Texas lines. —H. B. Dorsey, sec'y Texas G. D. A.

WASHINGTON

Prescott, Wash.—Farmers are considering the erection of an elvtr.

Colfax, Wash.—M. H. Houser, of Portland, Ore., has bot the interest of Seymour Manning in the Manning Grain & Warehouse Co., and will reincorporate as the Houser Warehouse Co., combining with the present Houser line in Whitman County.

WISCONSIN

Millston, Wis.—We have bot the 10,000-bu. elvtr. of E. Drescher.—Pitts & Fifer.

Evansville, Wis.—I own and operate the only elvtr. at this station.—L. A. Baldwin.

Mineral Point, Wis.—J. C. Martin has installed 2 electric motors, grain elvtr., sack elvtr. and a 1,000-lb. mixer.

Horicon, Wis.—I sold my elvtr. here to E. A. Kinde and am now out of the grain business.—J. W. Bailey, Ripon.

Eden, Wis.—Edward and Nicholas Brauns are operating the elvtr. which they purchased from Flood & Hildebrand.

Bangor, Wis.—We are successors to Fred Eckhart, operating a 5,000-bu. elvtr. on the C. M. & St. P. Ry.—Page & Roberts.

Appleton, Wis.—T. A. Willy, of the firm of Willy & Co., operating an elvtr. and mill, died recently at the age of 71 years.

Waterloo, Wis.—The Waterloo Malting Co. is erecting a fireproof structure to replace its plant, which burned last summer.

Mt. Horeb, Wis.—The Mt. Horeb Feed & Fuel Co., Joe Fjelstad, prop., has bot the 10,000-bu. elvtr. and mill of C. U. Finke & Sons.—F.

Merrill, Wis.—A blaze, which started Jan. 11, in a car containing shipments from the Merrill Elvtr. Co., was extinguished before any damage was done.

Fennimore, Wis.—The firm of Smith & Parnell after Feb. 1 will be Smith & Parker as F. E. Parker has bot an interest in the elvtr. The other elvtrs. here are operated by the Center Lumber Co. and Wm. Zimmerman.—S.

Superior, Wis.—Deeds have been filed conveying the entire property of the American Mfg. Co. to the Spencer Kellogg & Sons Co., Buffalo, N. Y. The consideration was \$175,000. The company took over the linseed oil mill some years ago, and recently purchased the remainder of the plant.

Sherwood, Wis.—The Manitowoc Malting Co., whose elvtr. burned June 1, 1916, turned over its property to me and I have just completed a 15,000-bu. elvtr., with 30x72 ft. warehouse, the roof and sides of which are iron clad. I have installed a 20-in. Monarch Ball Bearing Attrition Feed Grinder and am handling grain, seed, flour, feed and hay. The Wisconsin Malt & Grain Co. also operates an elvtr. here, with H. A. Hensel as agt.—Jos. Seidel.

Madison, Wis.—The Supreme Court has decided that the occupation tax on operators of elvtrs. at warehouses, as provided in law enacted in 1915, is valid. This de-

cision was given in the case of Bernhard Stern & Sons Co., and will relieve the grain dealers and millers of Wisconsin of a heavy burden of personal taxation under the old law on grain apparently in store but actually in transit. The new law, held valid, exempts grain in transit from the May 1 assessment.

Green Bay, Wis.—Work on the elvtr., which is being built for our company was commenced Dec. 1, 1916, and contract provides for its completion July 1, 1917. It has been leased for a term of years to the Cargill Grain Co., of Minneapolis and Milwaukee. The elvtr. will have a capacity of 165,000 bus., of reinforced concrete construction. It will be a clearing and transfer elvtr., of gravity pattern, and is the first elvtr. of this pattern ever constructed. The Burrell Engineering & Construction Co. has the contract.—F. B. Seymour, general mgr., Green Bay & Western Railroad Co.

MILWAUKEE LETTER.

Stacks & Kellogg have removed their offices to the Northwestern Mutual Life Insurance Bldg.

Julian C. Scott, ass't mgr. of the Flanley Grain Co. at Sioux City, Ia., has been made mgr. of the company's office here.

F. J. Furlong, mgr. of the branch office of Paine, Webber & Co., has been admitted to partnership in the firm. He has been connected with the company for 16 years.

The directors of the Chamber of Commerce have fixed the rental of sample tables and drawer privileges at \$15 per annum, which is the same figure that has prevailed for years.

The recently incorporated Holmes, Frost Co. has established offices in the Chamber of Commerce Bldg., and will do a business of executing orders for future delivery of grain, provisions, etc.

Joseph Simons, of Simons, Day & Co., Chicago, Ill., Charles J. Phelan, of Bowman, N. D., and Fred G. Crosby, of this city, have been admitted to membership in the Chamber of Commerce.

The new building of the Chamber of Commerce will be on the east side. The trading will be done on the top floor. There is no other exchange in the country in which this is the case.

Future contracts made on grain exchanges were declared valid by a jury in the United States District Court at Milwaukee Jan. 19, when a verdict was awarded to Jerome G. Steever, of Chicago, against Richard Gunz, of Milwaukee. The complainant alleged that the defendant bot provision futures and sustained a loss when the war broke out. Judgment for \$15,000 was awarded Steever.

A resolution was adopted Jan. 10, at a meeting of the board of directors of the Chamber of Commerce, protesting against the Panama bill, which forbids railroad lines from owning and operating steamship companies, which forced the roads to sell their vessels. Frank Schroeder was authorized to visit Washington to induce the congressmen from Milwaukee to introduce a bill providing an amendment to the Panama act, so that its rulings shall not apply to the great lakes.

IN ORDER to avoid any unnecessary dislocation of the business of distributing merchants the Commission will, on application, issue to distributing merchants licenses to hold a limited quantity of wheat to be sold by them at prices not exceeding the price at which the wheat in question was sold by the Commission, plus any usual charges for credit or delivery. If a distributing merchant desires to be licensed to conduct business on these lines he should make application to the Royal Commission stating the maximum quantity of wheat he wishes to hold. It is proposed that the licensee should agree to sell, if on c. i. f. terms, at the price at which he bought from the Commission, retaining for himself the allowance of 3d. per quarter and no more.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com'n the carriers have made the following changes in rates:

E. B. Boyd, in Sup. 22 to Circular 1-M of Western Trunk Lines, gives rules, regulations and exceptions to classifications, effective March 1.

I. T. S. in 475 quotes joint and proportional rates on grain, carloads from I. T. S. stations in Ill. to Chicago, Ill., effective March 1.

Monon, in 924-A, quotes local distance rates on Indiana state traffic only, applying on commodities, in carloads, between stations on the C. I. & L., effective Jan. 6.

C. & A. in Sup. 4 to 1570-E gives local and joint rules governing milling, malting and transit privileges on grain, grain products and seeds at stations on its line, effective Feb. 25.

Monon, in Sup. 9 to 5789, quotes joint and proportional rates on grain, carloads, from stations on the C. I. & L. to Virginia common points, via Louisville, Ky., only, effective Feb. 15.

C. B. & Q., in Sup. 8 to 3662-F, gives regulations on grain, grain products, seeds, etc., traffic, including general arrangements for stopping in transit to shell, clean, etc., effective Feb. 1.

Monon, in Sup. 9 to 449-L, quotes joint rates on grain and grain products, carloads also starch, carloads from stations on the C. I. & L. to Va., common points and Hagerstown, Md., effective Feb. 20.

I. T. S. in 480 quotes local and joint rates on grain and grain products, carloads, between I. T. S. stations in Ill. and East St. Louis, Peoria, Venice, Ill., and St. Louis, Mo., effective March 1.

Monon, in Sup. 8 to 44 9-L, quotes joint rates on grain and grain products, carloads also starch, carloads from stations on the C. I. & L. to Va. common points and Hagerstown, Md., effective Feb. 15.

N., C. & St. L. advance in rates on grain and grain products in carload lots from Bellevue, Harding, West Meade and Belle Meade to Nashville, Tenn., was canceled in an order issued Jan. 12 by the Tennessee Railroad Commission.

C. B. & Q., in Sup. 77 to 3200-B, quotes local, joint and proportional rates on grain, grain products, etc., between Mo. River points and Chicago, Ill., St. Louis, Mo., St. Paul, Minneapolis, Winona, Minn., La Crosse, Wis., etc., effective Feb. 15.

C. & A. in Sup. 16 to 1629-A quotes joint and proportional rates on grain products, dextrine and starch, C. L. from stations in Ill. to Cairo, Ill., and Evansville, Ind., proper, or when destined to southeastern and Carolina territories, effective Feb. 15.

I. T. S. in Sup. 5 to 3-B cancels 3-B, which quotes local, joint and proportional rates on grain, grain screenings, elevator dust, and oat dust, carloads, between Peoria, Ill., and I. T. S. stations in Ill., also from I. T. S. stations to Blue Island, Chicago and East St. Louis, Ill., and St. Louis, Mo., effective March 1.

Monon, in Sup. 16 to 4755-A, quotes joint and proportional rates on grain, carloads from Chicago, Ill., Englewood, Ill., Hammond, Ind., Hegewisch, Ill., Pullman Jct., Ill., and South Deering, Ill., to Baltimore, Boston, Buffalo, New York, Philadelphia, Pittsburgh and other points in the eastern states and Canada, effective Feb. 15.

C. & A. in 1582-C quotes joint and proportional rates on grain and grain products, carload from Kansas City, Mo., Blue Springs, Fulton, Gilliam, Glasgow, Higginsville, Louisiana, Marshall, Mayview, Mexico, Odessa, and Slater, Mo., to stations in Ark., La., and Mo., west of the Mississippi River including Texarkana, Ark.-Tex., effective Feb. 15.

R. H. Smith, Chief of Tariff Bureau, Pittsburgh, Pa., in I. C. C., P 816, gives rules and regulations governing car demurrage charges applying at stations and sidings on the P. C. C. & St. L., Pa. Co., P. T. Ry., C. L. & N. Ry., M. Ry., W. T. Ry., effective Jan. 7.

Monon, in Sup. 3 to 6056, quotes joint rates on grain, grain products and by-products of grain, carloads also dextrine and starch, carloads from stations on the C. I. & L. to points in Canada, Cape Breton, New Brunswick Nova Scotia; also Maine, Mass., and Vt., effective Feb. 15.

Monon, in Sup. 15 to 5577, quotes joint and proportional rates on grain and grain products, carloads, also starch, carloads, from stations on the C. I. & L. to Boston, New York, Philadelphia, Baltimore, Buffalo, Pittsburgh and other points in the Eastern States and Canada, effective Feb. 15.

Monon, in Sup. 2 to tariffs shown, postpones the effective date of supplements enumerated on Indiana state traffic until March 31, 1917, by order of the Public Service Commission of Indiana; their No. 1052 of Oct. 22, 1914, and ninth sup. order, of Dec. 18, 1916, issued Dec. 30, 1916.

Monon, in Sup. 4 to 6056, quotes joint rates on grain, grain products and by-products of grain, carloads also dextrine and starch, carloads from stations on the C. I. & L. to points in Canada, Cape Breton, New Brunswick and Nova Scotia; also Maine, Mass., and Vt., effective Feb. 20.

A. T. & S. F. in 5555-W quotes joint proportional rates on grain and grain products, hay, straw and broom corn, C. L. from points in Kan., Colo. (East of Colorado common points), N. M. and Okla.; also Superior, Neb., to Galveston, Tex., Port Bolivar and Texas City, Tex., effective Feb. 25.

L. A. Lowrey, in Sup. 1 to 20-1, gives local and joint terminal charges, rules and regulations from or to points within the Chicago District on out-bound and in-bound freight traffic also rules governing intermediate service on freight traffic passing thru the Chicago District, effective Feb. 23.

C. & A. in 1581-E quotes joint and proportional rates on grain and grain products, carloads also by-products, best pulp, dextrine and starch from stations on its line in Ill. and Hannibal and Louisiana, Mo., to Atlantic Seaboard and eastern interior United States and Canadian points, effective Feb. 15.

C. B. & Q., in Sup. 2 to 1218-C, quotes joint rates on grain and grain products, etc., carloads, from stations in Kan., Neb., and Col. on its line to Brookport, Cairo, Metropolis, Ill., Evansville, Ind., Memphis, Tenn., New Orleans, La., and stations taking same rates or arbitraries higher, effective Feb. 15.

I. T. S. in Sup. 2 to 3-A cancels 3-A, which quotes local and joint rates on grain, grain screenings, elevator dust and oat dust, carloads, between East St. Louis and Peoria, Ill., and I. T. S. stations in Ill., also from I. T. S. stations to Chicago, Ill., and points taking same rates, effective March 1.

Monon, in Sup. 11 to 5829, quotes joint and proportional rates on grain by-products, also dextrine and starch, in carloads and grain, grain by-products and grain products, in mixed carloads from stations on the C. I. & L. to Boston, New York, Philadelphia, Baltimore, Norfolk, Buffalo, Pittsburgh, and other eastern, Va. and western terminal points, effective Feb. 15.

C. B. & Q., in Sup. 62 to 1800-B, quotes local, joint and proportional rates on grain, grain products, broom corn and seeds, and articles taking same rates or arbitraries higher named, Carloads, (except as noted), between stations on its line, lines west of Missouri River; also R. C. B. H. & W. R. R., and Chicago, Peoria, Ill., St. Louis, Mo., St. Paul, Minneapolis, Duluth, Minn., and stations taking same rates or arbitraries higher named in tariff; also other points on lines east of Missouri River as specified, effective Feb. 15.

Monon, in Sup. 9 to 5591-A, quotes local and proportional rates on grain, grain products and by-products of grain and malt, carloads, also dextrine and starch, carloads, from Chicago, Englewood, Ill., Hammond, Ind., Hegewisch, Pullman Junction and South Deering, Ill., to stations on the C. I. & L., effective Feb. 15.

C. & A. in 1655-H in connection with I. & G. N. Ry., S. L., I. M. & S. Ry., T. & P. Ry., T. C. T. Co. quotes joint proportional rates on grain and grain screenings, carloads from Chicago, Ill., when reshipped therefrom to Galveston and Texas City, Tex., when for export to all foreign countries and insular possessions of the United States, effective Feb. 15.

C. & A. in Sup. 6 to 1602-D quotes proportional rates on grain and grain products, carloads from Kansas City and St. Joseph, Mo., when originating at other points, or when milled at Kansas City or St. Joseph, Mo., from grain originating at other points to stations on its line and its connections in Ill., Ind., Ia., Mich., Mo., O. and Wis., effective Feb. 15.

C. R. I. & P., in Sup. 8 to 19687-I, quotes joint and proportional rates on grain, grain products, seeds, hay, broom corn (and other articles as shown) from Mo. River stations and other stations in Ill., Ia., Minn., and S. D. on its line and the K. & D. M. to Miss. Valley points and other stations in Ala., Ark., Fla., La., Miss., Tenn. and Tex., effective Feb. 15.

C. & A. in 1604-C, quotes local, joint and proportional rates on grain and grain products, C. L. between Chicago, Joliet, Peoria, Pekin and East St. Louis, Ill., also St. Louis, Mo., and stations on its line, the G. & I. M. and the C. & N. W. in Ill. and St. Louis, Mo., also to Toledo, Ohio, and Detroit, Mich., and stations on connecting lines in Ill., effective Feb. 15.

Monon, in Sup. 10 to 5592-A, quotes joint and proportional rates on grain, grain products and by-products of grain and malt, carloads, also dextrine and starch, carloads, from Chicago, Ill., Englewood, Ill., Hammond, Ind., Hegewisch, Ill., Pullman Jct., Ill., and South Deering, Ill., to principal points in Ind., Ky., N. Y., Ohio, Pa. and W. Va., effective Feb. 15.

C. B. & Q., in Sup. 5 to 3457-G, gives joint rules and regulations affecting freight traffic on its line, I. & St. L., Q. O. & K. C., R. P. L. & N., and the T. & N. Ry., including reconsigning rules, restrictions as to acceptance of freight and freight requiring repayment or guarantee, mileage payments and rental charges on private cars, refrigeration, etc., effective Feb. 1.

Monon, in Sup. 18 to 4058-A, quotes joint and proportional rates on grain products, carloads, also starch, carloads, from Chicago, Ill., Englewood, Ill., Hammond, Ind., Hegewisch, Ill., Pullman Jct., Ill., and South Deering, Ill., to Baltimore, Boston, Buffalo, New York, Philadelphia, Pittsburgh and other points in the Eastern States and Canada, effective Feb. 20.

C. R. I. & P. in Sup. 43 to 13207-F, quotes joint proportional rates on grain, grain products and seeds, carloads from Albright, Neb., Armourdale (Kansas City, Kans.), Atchison, Kan., Council Bluffs, Ia., Kansas City, Mo., Leavenworth, Kan., Omaha, South Omaha, Neb., and St. Joseph, Mo., to stations in Ill., Ind., Ia., Mich. and Wis. on connecting lines, effective Feb. 15.

Monon, in Sup. 17 to 4058-A, quotes joint and proportional rates on grain products, carloads, also starch, carloads, from Chicago, Ill., Englewood, Ill., Hammond, Ind., Hegewisch, Ill., Pullman Jct., Ill., and South Deering, Ill., to Baltimore, Boston, Buffalo, New York, Philadelphia, Pittsburgh and other points in the eastern states and Canada, effective Feb. 15.

Monon, in Sup. 10 to 5829, quotes joint and proportional rates on grain by-products, also dextrine and starch, in carloads and grain, grain by-products and grain products, in mixed carloads from stations on the C. I. & L. to Boston, New York, Philadelphia, Baltimore, Norfolk, Buffalo, Pittsburgh, and other eastern, Virginia and western terminal points, effective Feb. 15.

Monon, in Sup. 16 to 5577, quotes joint and proportional rates on grain and grain products, carloads, also starch, carloads, from stations on the C. I. & L. to Boston, New York, Philadelphia, Baltimore, Buffalo, Pittsburgh and other points in the eastern states and Canada, effective Feb. 20.

C. B. & Q., in Sup. 13 to 849 E., quotes joint rates on grain and grain products, carload, from stations on its line in Ill., Ia. and Mo.; stations on the C. A. & De K., R. I. S. R. R. and R. I. S. Ry.; also from Victoria, Ill. (G. & G. E. Ry.), to Atlantic seaboard, interior points and eastern Canadian points, effective Feb. 15.

C. R. I. & P., in Sup. 2 to 28405-C., quotes local, joint and proportional rates on hay, straw and corn husks, carloads from stations in Col., Kan., Neb., N. M. and Okla., also Joplin, Mo. to Little Rock, Ark., Memphis, Tenn., New Orleans, La., Texarkana, Ark.-Tex. and other stations in Ala., Ark., La., Miss. and Mo. and on hay from stations in Ark. and La. to stations in Okla., effective Feb. 19.

Monon, in Sup. 10 to 5591-A, quotes local and proportional rates; also re-shipping rates, on grain, grain products and by-products of grain and malt, carloads, also dextrine and starch, carloads, from Chicago, Englewood, Ill., Hammond, Ind., Hegewisch, Pullman Jct. and South Deering, Ill., originating locally or when from territory beyond, to stations on the C. I. & L., effective Feb. 20.

Monon, in Sup. 11 to 5592-A, quotes joint and proportional rates on grain, grain products and by-products of grain and malt, carloads, also dextrine and starch, carloads, from Chicago, Ill., Englewood, Ill., Hammond, Ind., Hegewisch, Ill., Pullman Jct., Ill., and South Deering, Ill., originating locally or when from territory beyond, to principal points in Ind., Ky., N. Y., Ohio, Pa. and W. Va., effective Feb. 20.

C. & A. in Sup. 4 to 1596-C quotes joint and proportional rates on grain and grain products, carloads from stations in Ill. on its line, the C. & I. M. and the C. & N. W. (also from Louisiana, Mo.) to Memphis, Tenn., New Orleans, La., Helena, Ark., and points in Ala., Ark., Fla., La., Miss., and Tenn. also to Key West, Fla., Mobile, Ala., New Orleans, La., Pensacola, Fla., Port Chalmette, La., and Westwego, La., for export, effective Feb. 15.

A. T. & S. F. in Sup. 5 to 5755-A-2 quotes joint proportional rates on grain, grain products and hay, C. L. from Kansas City, St. Joseph, Mo., Atchison, Argentine, Leavenworth, and Turner, Kan., to Galveston, Texas City and Port Bolivar, Tex. (for export to foreign countries only), also to Galveston, Port Bolivar and Texas City, Tex., when destined to Mexican Gulf Ports, Central and South America, Porto Rico, Cuba and Jamaica, effective Feb. 19.

C. B. & Q., in Sup. 40 to 4000-B, quotes local, joint and proportional rates on grain, grain products and seeds, and articles taking same rates, between Chicago, Peoria, Ill., St. Louis, Mo., Minneapolis and St. Paul, Minn. and stations taking same rates or arbitraries higher named, and stations in Ia. and Mo. (except Missouri River Crossings); also from stations in Ia. and Mo. (except Missouri River Crossings) to Brookport, Ill., Metropolis, Ill., Cairo, Ill., Memphis, Tenn., Mobile, Ala., New Orleans, La., etc., effective Feb. 15.

C. & A. in 1574-E. quotes joint and proportional rates on grain, grain products, seeds, hay and straw, carloads from Kansas City, Mo. when originating beyond also Blue Springs, Fulton, Gilliam, Glasgow, Higginsville, Marshall, Mayview, Mexico, Odessa, and Slater, Mo. and stations in Mo. to Cairo, Ill., proper or when for southeastern or Carolina territories and Cincinnati, Ohio, Evansville, Ind., Jeffersonville, Ind. and Louisville, Ky. when for southeastern or Carolina territories also Mississippi Valley points and stations in Ala., La. and Miss. also Key West, Fla., Mobile, Ala., New Orleans, La., Pensacola, Fla., Port Chalmette and Westwego, La. when for export, effective Feb. 15.

Program for Farmers Grain Dealers Ass'n of Minnesota.

The Farmers Grain Dealers Ass'n of Minnesota will hold its tenth annual convention Feb. 14-15-16 at Minneapolis, at the West Hotel. The following program has been arranged:

WEDNESDAY, FEB. 14, 10 A. M.

Routine business and appointment of com'tees.

2:00 P. M.

Welcome address, Mayor Van Lea.

Response, Pres. H. R. Meisch.

Address, Gov. Burnquist.

Field report, Sec'y A. F. Nelson.

Question box, Volunteers.

THURSDAY, FEB. 15, 9:30 A. M.

Managers' session.

Experience discussion, "Should We Clean Our Grain?" J. J. Hagen, Holloway; E. E. Evenson, Litchfield.

Directors' Session.

"Uniform Method of Accounting," Frank Robotta.

"Should Co-operative Companies Give Annual Picnics?" Mr. Atkins.

2:00 P. M.

"Changing from a Stock Company to a Co-operative Co.—Law Requirements," Oza Yakey, Benson.

"What Benefits are to be Derived from Such a Change?" Geo. Grant.

"Inspection and Demurrage" Chas. Elmquist, chairman Ry. Comm.

FRIDAY, FEB. 16, 9:30 A. M.

"Hedging," B. F. Benson, Minneapolis.

"Standard Grain Grades Act—What it is and How it Operates," Chas. J. Brand, Washington, D. C.

2:00 P. M.

Business session.

Reports of:

Credential com'tee.

Com'tee on Resolutions.

Treasurer.

Standing and special com'tees.

Election of officers.

8:00 P. M.

Entertainment by Civic League of Minneapolis.

Graham Boston Dead.

Graham Boston, sec'y of the N. Bawlf Grain Co., of Winnipeg, Man., died at his home in that city on Jan. 12. Mr. Boston had been connected with the grain trade for over thirty years, and had been a member of the Winnipeg Exchange since 1894. Trading was suspended on the Winnipeg Exchange Jan. 13 to pass a resolution of regret at his death, and to send condolences to his relatives. A portrait of Mr. Boston is given herewith.



Graham Boston, Winnipeg, Man., Deceased.

A Toll Saver

Here is a letter from a firm you all know, based on its experience over a period of five years with the Universal Grain Code.

POPE & ECKHARDT CO.

Grain

Commission Merchants

West. Un. Bldg.

Chicago, June 2, 1915.

Grain Dealers Journal,

Chicago, Ill.

Gentlemen:—

Since its publication we have made use of the Universal Grain Code continually in communicating with our customers, and we cheerfully subscribe to the fact that it is, in our opinion, a high class medium for the use of the Grain Trade and other lines incident to it. We find it not only useful, but that it is also a very efficient medium in saving telegraphic tolls. Most of our customers agree with us in the opinion we express herein covering the utility and usefulness of the book. Naturally, it requires a little study to become familiar with and to be able to make use of it to best advantage, but we cheerfully recommend it as a reliable and useful code for the purpose for which it is intended.

Yours truly,

POPE & ECKHARDT CO.
WNE:S

This is only one letter. Dealers everywhere who have used it pronounce the "Universal" to be far superior to any code ever published for the Grain and Milling Industries.

Its 146 pages of policy bond paper contain 13,745 expressions for modern, present day, trade terms, every one of which means a saving in tolls to you.

Follow the example of Pope & Eckhardt Co. Stop the leaks in YOUR profit account by sending us your order today. Price \$3.00.

Grain Dealers Journal

315 So. La Salle St.

Chicago, Ill.

Supply Trade

THE MAROA MFG. Co., Maroa, Ill., is sending out mighty handy leather holders to carry papers in.

CHICAGO, ILL.—The latest bulletin issued by the Portland Cement Ass'n covers specifications for concrete floors. It will be sent upon request.

ADVERTISING doesn't jerk; it pulls. It begins very gently at first, but the pull is steady. It increases day by day and year by year, until it exerts an irresistible power.—John Wanamaker.

ADVERTISING is an organized form of salesmanship. Its scope, its power and its usefulness lie wholly within salesmanship. Advertising that is not salesmanship is not advertising. Salesmanship that is not broad enough to embrace advertising is not salesmanship.—John Lee Mahin.

FARIBAULT, MINN. — Humphrey Employee's Endless Belt Elevators have been installed in the following plants: Kolvoord Mfg. Co., Hamilton, Mich.; Savannah Mfg. Co., Savannah, Ga.; Shane Bros. & Wilson, Hastings, Minn.; Kansas Flour Mill Co., Great Bend, Kan.; Yukon Mill & Grain Co., Yukon, Okla.; American Hominy Co., Indianapolis, Ind.; Chicago & Northwestern Railroad, Chicago, Ill.; J. T. Gibbons, New Orleans, La.; Mead, Johnson & Co., Evansville, Ind.; Kell Mfg. Co., Vernon, Tex.; Capitol Elevator Co., Duluth, Minn.; Paris Mfg. Co., Paris, Tex.; Scott Co. Mfg. Co., Sikeston, Mo.; Morton Salt Co., Hutchinson, Kan.; Chicago & Northwestern, Milwaukee, Wis.; Everett-Aughenbaugh Co., Waseca, Minn., and New Richland, Minn.; St. Mary's Mill Co., St. Mary's, Mo.; M. J. Brandenstein Co., San Francisco, Cal.; The Samuel Hastings Co., Cairo, Ill.; Burley Elevator Co., Burley, Idaho; Equity Co-Operative Exchange Elevator Co., St. Paul, Minn.; The Pillsbury Mills, Minneapolis, Minn.; Banner Grain Co., St. Paul, Minn.; Canadian Mill & Elevator Co., El Reno, Okla.; Buckeye Cotton Oil Co., Atlanta, Ga.; Farmers Mfg. & Merc. Co., Berthoud, Colo.; Pueblo Mfg. & Elevator Co., Pueblo, Colo.; Crookston Mfg. Co., Crookston, Minn.; Royal Mfg. Co., Great Falls, Mont.; J. F. Weinman Mfg. Co., Guenther Mfg. Co., San Antonio, Tex.

1917 Elevator Prospects.

Barnett & Record Co., Minneapolis, Minn.—Our impression of prospects for new grain elevators in 1917 is that there is quite a lot of elevators projecting and no doubt there will be quite a number of grain elevators to build this year. On account of the material and labor market being so extremely high, there will be some difficulty experienced.

Kaucher, Hodges & Co., Memphis, Tenn.—Concerning the outlook for 1917, we have more contracts, more inquiries, and more prospects at the present time than we have had in any previous year.

G. L. Godfrey, Enid, Okla.—At the present time indications point to a large amount of grain elevator construction business in Oklahoma during 1917.

The Thompson Co., Great Falls, Mont.—Prospects look very bright for the coming year. We predict that there will be from 150 to 200 elevators constructed in this state during 1917.

"Adequate Weighing Facilities."

The American Railway Ass'n has evolved a set of specifications for railroad track scales to act as buying guides to its members. These specifications approve types, give adequate fibre stresses, etc., in fact are what the A. R. A. considers minimum specifications to which weighing machines should conform to give accurate service. They were arrived at only after long and careful search and study. After being tentatively drawn up, they were submitted to the scale manufacturers, railroad track-scale supervisors and inspectors, weighmasters, and to the Bureau of Standards for criticism. They are not retroactive nor binding, but they serve as guides to the railroads in the purchase of their weighing equipment. And A. R. A. specifications are now usually specified in asking for bids.

The "Adequate Weighing Facilities" clause of the Pomerene B/L Law is attracting considerable attention just at present, and court litigation is possible, even probable, in its enforcement. Steps should be taken to arrive at some solution of the predicament.

One solution which suggests itself is this: That the grain shippers ass'n's appoint a joint scale committee to evolve a set of specifications for adequate weighing facilities. They would approve types and locations, set a standard to which scales must comply and the method and frequency of testing to which they should be subjected before they would be recognized as adequate. If necessary, or it were deemed advisable, various capacities of elevators could be classified, with the specifications drawn accordingly. They need not be retroactive unless the separate state organizations made them so.

The committee should include a country shipper, a terminal elevator owner, a terminal weighmaster, a practical scale man, and a railroad representative. All who are interested should have a voice in the settlement of the matter.

It might be objected that this would not solve the problem for the immediate future. But it is very probable that court litigation will follow the enforcement, or attempted enforcement, of this B/L law. What court is competent to state what adequate weighing facilities are? On the other hand, what court would decide in opposition to such specifications evolved by an unbiased national committee of experts?

The scale manufacturers are business men. They will deliver what is ordered. Most of them will welcome such specifications because it will give them something definite on which to bid. Any scale manufacturer who would oppose such a committee would virtually admit that his

scale was not an adequate weighing machine.

It will be cheaper and more satisfactory to all interested to arrive at an amicable solution of the "adequate weighing facilities" controversy, and will avoid future disputes.

Weighman's Home-Made Signal.

In the big elevator at Port Huron, Mich., Weighman George Holland has devised a signal to warn him when the scale hoppers are so nearly full that it is time to go and read the beams.

When grain is being unloaded from boats and cars at the same time the weighman must do fast work, and Mr. Holland is enabled to get around to every scale in time by watching each of the 8 scales as he sits in his office.

He places under the beam of the scale a leather tongue, which is released when the beam rises under a partial load of about 4,000 lbs. To the tongue is attached a cord having a bell at one end and a weight at the other, the cords from each scale running to his office. The dropping of the weight, or if he is outside the office, the ringing of the bell notifies him in ample time to get to the scale.

It takes but a second to place the tongue under the beam when the weights are placed.

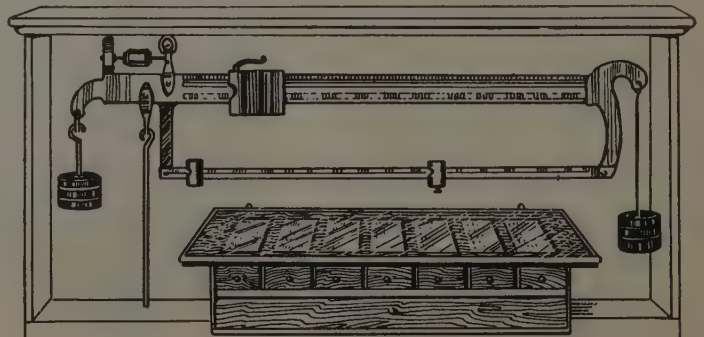
Without leaving the scale floor Mr. Holland can close or open each window on the bin floor by an arrangement of cords, and he has a weight attached to a trap door notifying him if any person starts upstairs.

Improved Scale Desk.

The desk in a grain office should be located so that no running around is necessary to transfer weights from the scale beams to the scale book. With this purpose in view, Percy Reed, of Ada, Kan., the well known booster for doors in the roofs of cars, has arranged the desk shown in the engraving.

Anybody can make this desk in a few minutes time. The slides in the desk hold the grain calculator and coal book which can not be mislaid. To make an entry the slide is pulled out and the page turned; and when the value has been put down the slide is simply pushed back into the small desk. Raising the glass top allows the placing of Clark's direct reduction tables from pounds to bushels.

The desk bolts to the scale frame, and is a handy place to write checks or do figuring. Mr. Reed offers his scale desk plans free to any grain man who wishes to save time and money, and will consider himself well repaid if the trade will join him in boosting for doors in the roofs of cars.



Improved Scale Desk.

War Affecting the Grain Trade.

ARGENTINE freight on wheat to Europe is 80 cents per bushel.

NO INFORMATION WITH RESPECT to any vessel, British or foreign, is to be published in Great Britain, the latest official order decrees.

THE BRITISH STEAMER GEORGIC, Philadelphia for Brest, reported sunk by the German raider, had in her cargo 98,000 bushels of wheat.

THE PRICE OF BARLEY in Germany was reduced on Dec. 1 from \$1.75 per bu. to \$1.63 and later to \$1.55 per bushel by the Barley Selling Committee.

The Food Controller of Britain has decreed that after Jan. 29th millers must mill up to 81 per cent of whole wheat or add to 76 per cent wheat 5 per cent barley, corn, rice, or oats flour, with option of increasing these up to 10 per cent.

EIGHTY FRENCH liners have been commandeered from Transatlantic service to carry munitions of war. Freight agents in New York of the Compagnie Generale Trans-Atlantique on Jan. 23 agreed to accept cargo without assuming obligation.

OCEAN FREIGHT RATES jumped 100 per cent last week. Ship brokers assign as the reason for the advance the taking over by the British admiralty of every vessel flying the British flag, allowing but a small percentage of the cargo space for other than admiralty freight.

SHIPS OF NEUTRAL NATIONS can not be chartered by merchants who are citizens of countries in the English alliance, without first obtaining permission from the national authority, under a new regulation just issued, the purpose of which is to exercise a closer control of the employment of tonnage.

THE MINISTER OF AGRICULTURE, Rome, Italy, has decreed a prize of \$.98 for every 220 lbs. of wheat produced on lands within the province of Rome not sown under wheat, and not enjoying other privileges in the way of prizes. The purpose of the prize is to foster the cultivation of wheat in this province.

GRAIN AND FLOUR in SWEDEN were taken over by the Government during the week of Jan. 8 to 15. Effective Jan. 15 each person will be allowed to purchase 250 grams of flour or 325 grams of wheat bread and 200 grams of brown bread per day. Incorrect declarations of stocks may be punished with two years' hard labor.

THE GENERAL COUNCIL of Irish County Councils passed a resolution asking the Irish Department of Agriculture to urge on the Government the desirability of fixing minimum prices for oats and wheat grown in Ireland for the next three years, with an assurance that the already insufficient supply of agricultural labor will not be interfered with in the future.

FODDER AND CEREALS are to be grown in Richmond and Bushy Parks, London, as the first step in the new food campaign. These parks are near the Thames in the fashionable southwest district of London. Richmond Park is 2,255 acres in area and eight miles in circumference. It is a favorite summer resort, being frequented by crowds of pedestrians, motorists and horseback riders.

THE FOOD CONTROLLER of Great Britain has issued orders, effective Feb. 1, that feeding of wheat to animals is prohibited; export of oats from Ireland is prohibited except under a license. Millers are required to extract from wheat 76 per cent of flour, the order requiring that 81% be extracted either by further mill-

ing or by the addition of flour derived from barley, corn, rice, or oats. The feeding of grain, which can be used as food, to pheasants is illegal.

A 40,000 Bu. North Dakota Elevator.

Illustrated herewith is the new 40,000 bu. elevator of the Plaza Equity Elevator Co., of Plaza, N. Dak., completed in November by the Hickok Construction Co. This company also planned the elevator. The elevator company had a 30,000 bu. house but its business had grown to such volume under the efficient management of Mr. Henry Westlie that the stockholders felt justified in contracting for a new elevator to be fully equipped with modern conveniences.

An attractive feature of the new elevator is the low driveway, 3 feet above the ground, and a wagon pit of over 500 bus. capacity.

The new office was given first consideration. It is 14'x28', detached from the driveway, and metal clad inside and outside. The bookkeeping department is separated from the public lobby by a grillage extending to the ceiling. Two windows in the grillage and desks are provided for the transaction of business. The office is fitted with all the latest appliances to save time and further the accuracy of the work. In one corner is a reinforced concrete vault with double steel doors and combination lock. The coal scale is outside, with the compound beam inside the bay window shown in the picture. A small ticket door fitted in the window facilitates the passing of the tickets.

The 15 H.P. Type "Z" engine is in an ell of the office building, next to the elevator but detached 10 feet. The engine is cistern cooled. The 16 bins are all hoppers bottomed. The elevator has two stands of legs, a three stand rope drive, and a cleaner.

A 1,500 bu. Richardson Automatic Type registering scale is located in the cupola, discharging to both the car spouts and the bins. The 8-ton dump scale is fitted with full platform dump and rear control. Another item of equipment, which should be more generally installed in country elevators, is a car-puller.

The Plaza Equity Elevator Co. has handled several thousand bushels of grain since completion.

AMERICAN REGISTRY has been granted to 196 vessels, with approximate gross tonnage of 647,847, under the ship registry act of Aug. 18, 1914.



40,000-Bu. Elevator at Plaza, N. D.



CLEVELAND TYPE

HILL COLLAR OILING BEARINGS

FOR
ECONOMICAL TRANSMISSION OF POWER

Instead of a loose ring we employ a heavy thrust collar clamped to the shaft which provides a positive oiling device that *never fails*. Hill Collar Oiling bearings are the most efficient self oiling bearings on the market. Send for Catalogs.

THE HILL CLUTCH CO.
Cleveland, Ohio

Your Name

is not listed in the 14,000 copies of the 1915 List of Universal Grain Code Users because you failed to advise the Grain Dealers Journal that you possess a copy of the code, but

Your Name

will be included in the 1917 List of Users of the Universal Grain Code which will be sent to 15,000 live progressive grain dealers if you report the possession of a copy to the

Grain Dealers Journal

375 So. La Salle Street
Chicago, Ill.

Your Opportunity

is here. Now is the time to let the elevator man know you want his business. Advertise in the

Grain Dealers Journal

Supreme Court Decisions

Mistakes of arbitrators, consisting in their opinion of erroneous conclusions of the facts, are not such mistakes as will vitiate an award under the statute.—*Johnson v. Wells*. Supreme Court of Florida. 73 South. 188.

Attempted Modification of Contract.—Where a contract for the sale of peas had been fully consummated by telegram, a letter from the buyer to the seller confirming the telegram, but requesting a better grade of peas, did not excuse the seller from performing his contract as originally entered into.—*Crenshaw Bros. Seed Co. v. Rauch*. Supreme Court of Mississippi. 73 South. 53.

Invalidity of Contract for "Futures."—A contract for the purchase and delivery of a commodity in the future, and for the payment of the difference in price arising out of the rise and fall in the market above or below the contract price, is a "wager" on the future price of the commodity, and is therefore void, when the real intent of the parties is simply to speculate on the rise and fall of prices, and the goods are really not to be delivered.—*Cohn v. Brinson*. Supreme Court of Mississippi. 73 South. 59.

Stop Loss Order.—Upon a customer's stop loss order, the broker must sell at the price fixed, if possible, or at whatever price it is possible to sell thereafter. On a broker's failure to sell a customer's margined stock on a stop loss order at \$3, and where it appeared that after the stop had been reached the broker could have sold for \$2.50 per share, the damage was the difference between the customer's stock at that figure, and the debits of the broker's account against him.—*Pollicastro v. Sprague*. Supreme Court of New York. 161 N. Y. Supp. 912.

Landlord's Lien.—The fact that a landlord had no lien on the proceeds of the sale of the wheat raised by his tenant in the hands of the buyer should not prevent determination, in garnishment proceedings against the buyer, of the question whether or not the landlord had a landlord's lien upon the wheat itself, and was entitled to personal judgment against the buyer, so that an equitable adjustment could be made of the rights of all parties, and the buyer protected from having to pay twice for a part of the wheat.—*Farmers Elevator Co. v. Advance Thresher Co.* Court of Civil Appeals of Texas. 189 S. W. 1018.

Suspending Long and Short Haul Clause.—The Interstate Commerce Commission, in permitting carriers to charge on west-bound transcontinental freight to certain ports of call a lesser rate than to certain interior coast cities, did not violate the clause added to the act of February 4, 1887 (24 Stat. at L. 380, chap. 104), § 4, by the act of June 18, 1910 (36 Stat. at L. 547, chap. 309, Comp. Stat. 1913, § 8566), which provides that "whenever a carrier by railroad shall, in competition with a water route or routes, reduce the rates on the carriage of any species of freight to or from competitive points, it shall not be permitted to increase such rates unless after hearing by the Interstate Commerce Commission it shall be found that such proposed increase rests upon changed conditions other than the elimination of water competition," where it was the increased effectiveness of water competition, due to the opening of the Panama canal, which compelled the rate readjustment of which the interior coast cities complain, and the higher rates to such cities, made under authority of the Commission, were granted after prolonged hearings, as part of the general readjustment of transcontinental rates.—*Interstate Commerce Commission v. Mer. & Mrs. Ass'n of Sacramento*. Supreme Court of the United States. 37 Sup. Ct. Rep. 24.

Arbitration.—A special agreement to abide an award is unnecessary in matters of arbitration, if the statute does not expressly require it, as the law implies an agreement to abide the result of an arbitration from the fact of submission.—*Suksdorf v. Suksdorf*. Supreme Court of Washington. 161 Pac. 465.

Error in Contract Binding.—When one of the parties to a contract involving a sale of grain by mistake uses a code word indicating a greater amount than he intended, and before the knowledge of such mistake comes to the other party the latter has acted upon the contract, such contract is binding according to the terms actually used by the parties thereto.—*Cargill Commission Co. v. Mowery*. Supreme Court of Kansas. 161 Pac. 634.

Mutual Insurance.—Where a member of a mutual fire insurance company returned her policy for cancellation, she at once became liable to pay her ratable share of losses and expenses incurred between the last assessment and cancellation of the policy, and the company's right to recover did not depend on its making an assessment roll and including therein such member's liability.—*Patrons Mut. Ins. Co. v. Butler*. Supreme Court of Michigan. 160 N. W. 402.

Duty to Build Switch to Elevator.—*Burns' Ann. St. 1914, § 5533k*, providing that a carrier may be required to construct on its property a switch when necessary to accommodate the business of any elevator or mill abutting on its line, where there is no space for the proprietor to construct it on his own premises, does not authorize the Public Service Commission to require a railroad to construct a switch for a mill which is separated from the right of way by a public street, although there was evidence that the millowner owned the fee of the street, since the purpose of the Legislature was the elimination of the necessity of a wagon haul, and there is nothing in the act to indicate an intention to use the term "abutting" in any but its ordinary sense of touching, meeting, or coming together.—*C. & E. I. R. Co. v. Public Service Commission of Indiana*. 114 N. E. 414.

Valuation and Reduced Rate.—Where a shipper makes an express representation of value for the purpose of enabling the carrier to fix the rate, and a rate is fixed by the carrier which by mistake is based on the theory that a much lower valuation was fixed than that in fact contained in the written statement of value signed by the shipper, the rights of the shipper cannot be affected within the limits established by his declaration of value by the rate which the carrier exacts, where it did not arise from any mistake, silence, or conduct of the shipper, since where there are two published rates, based upon difference in value, the legal rate automatically attaches itself to the declared or agreed value, and neither the intentional nor accidental misstatement of the applicable published rate will bind the carrier or shipper.—*Aradalou v. New York, N. H. & H. R. R. Co.* Supreme Judicial Court of Massachusetts. 114 Northeastern 297.

Private Wire Leases Must be on Equal Terms.—Where a telegraph company leased wires to a press agency at certain rates, and thereafter made similar contracts, under similar circumstances and conditions, with other news agencies, at lower rates, altho the contracts were for service between different points than the service contemplated in the first lease contracts, there was a "preference or advantage to a locality," within Interstate Commerce Act Feb. 4, 1887, c. 104, 24 Stat. 379, § 1, as amended by Act Cong. June 29, 1906, c. 3591, § 1, 34 Stat. 584 (U. S. Comp. St. 1913, § 8563), providing that the act shall apply to telegraph companies; section 3 (U. S. Comp. St. 1913, § 8565), providing that it shall be unlawful for any common carrier subject to the act to make or give any undue or unreasonable preference or advantage to any locality in any respect.—*Postal Tel. Cable Co. v. Associated Press*. Supreme Court of New York. 162 N. Y. Supp. 4.

Different Rates on Same Product.—Where a lower rate was established for coal shipped for manufacturers whose products outbound were transported over the railroads than for other manufacturers, a corporation, operating an electric railway and supplying electric current for lighting and power, is entitled to the lower rate on that portion of its coal used in producing power which is furnished to manufacturers who shipped their product over the railroad.—*Vandalia R. Co. v. Public Service Commission*. Supreme Court of Indiana. 114 N. E. 412.

Acceptance of Damaged Goods.—Where the consignee, knowing goods have been damaged by the initial carrier, accepted them from the terminal carrier, it could not thereafter be heard to say that the damage to the goods amounted to a conversion by the connecting carrier, though a local agent of the terminal carrier agreed that the damage should be paid by the carrier, since such agreement was clearly beyond his authority, as the carrier was under no legal obligation.—*Cedar Rapids Fuel Co. v. Ill. Cent. R. Co.* Supreme Court of Iowa. 160 N. W. 358.

Buyer's Failure to Accept Grain.—The buyer, who failed to accept and pay for grain on arrival, is not liable for expense of seller in sending agent to see about it, or in reselling it there to another, or in the sending of a telegram by it or its agent. That plaintiff, seller of grain, who, on failure of defendant, buyer, to accept and pay for it on arrival, resold it, may recover of defendant the excess of contract price over that on resale, it must have given defendant reasonable notice of intention to resell and hold it liable for the difference. Instruction that plaintiff, seller of grain, who, on defendant, buyer, failing to accept and pay for it on arrival, resold it at a loss, was entitled to no damages unless he gave notice of intention, or the market price, at time of resale, was less than at date of contract, is bad, as ignoring plaintiff's right to nominal damages for the breach.—*Southern States Co. v. Long*. Court of Appeals of Alabama. 73 South. 148.

Connecting Carriers.—The provisions of the "Carmack amendment" of June 29, 1906, 34 Stat. 593, c. 3591, § 7, pars. 11, 12, to Act Feb. 4, 1887, 24 Stat. 379, c. 104, § 20, pars. 11, 12 (Comp. St. 1913, § 8592) § 20, making the initial carrier liable for damage occurring anywhere en route, with a remedy over against the carrier at fault, do not relieve a terminal carrier from liability for damaging an interstate shipment (Georgia, Florida & Alabama Ry. Co. v. Blish Milling Co., 241 U. S. 190, 36 Sup. Ct. 541, 60 L. Ed. 948). See, also, *Western & Atlantic Railroad Co. v. White Provision Co.*, 142 Ga. 246, 82 S. E. 644, and *Central of Georgia Ry. Co. v. Waxelbaum Produce Co.*, 18 Ga. App. 489, 89 S. E. 635. Under this ruling the last carrier of an interstate shipment may be sued on its common-law liability. All three of the cases just cited were suits upon the common-law liability of the terminal carrier.—*Southern Ry. Co. v. Waxelbaum Produce Co.* Court of Appeals of Georgia. 90 S. E. 987.

Warehouseman not Liable for Flood Damage.—Under Laws 1911, p. 1659, § 21 (Mills' Ann. St. 1912, § 7783), making warehousemen liable, in the absence of agreement only for loss or injury to goods resulting from failure to "exercise such care in regard to them as a reasonable, careful owner of similar goods would exercise," a warehouseman was not liable for damages to stored goods caused by an unprecedented cloudburst and flood, where as soon as notified of the flood by the watchman it used every reasonable effort to save the goods, and the premises in which the goods were stored had been used for storing goods of a perishable nature for 20 years previously without any loss from floods and without any water entering such premises, and it did not appear that a flood had occurred in the locality in the whole history of the city, since such a flood could not reasonably have been anticipated.—*Benedict Warehouse & Transfer Co. v. McKannon*. Supreme Court of Colorado. 161 Pa. 145.

Feedstuffs

NEWNAN, GA.—The McBride Grain & Feed Co. will rebuild its feed mill destroyed by fire. Loss was \$16,000.

TIFTON, GA.—The Central Grocery Co. will install a feed mill of 60 tons daily capacity and a grist mill at this place.

C. S. ANDERSON, wholesale feed merchant of Buffalo, N. Y., was married Jan. 9 to Miss Alberta Haberer, also of Buffalo.

CHICAGO, ILL.—The Hales & Edwards Co. has bought the property, good will and entire business of the Howard H. Hanks Co.

NEARLY 50 per cent too much grain is fed to steers while being fattened, is the conclusion of the University Farm, St. Paul, Minn., after 9 years' experiment.

ROANOKE, VA.—Roanoke Flour & Feed Co., Inc., incorporated with a maximum capital of \$25,000, minimum \$15,000, par value \$100, in the feed and milling business. T. E. Mason is pres., A. W. Rice secy-treas., both of Roanoke.

SPRINGFIELD, MASS.—Charles A. Kraus Milling Co. has opened a New England branch office at this place with E. A. Wiley in charge. Mr. Wiley was formerly of the Milwaukee offices of the company and later in charge of the branch at Youngstown, O.

COTTONSEED and cottonseed hulls from Texas to Kansas City and other points taking the same rate, and to Meridian and Jackson, Miss., are to go at the present rate. The Interstate Commerce Commission has suspended until May 18 provisions in F. A. Leland's tariffs proposing an increase of 5 cents in rates on cottonseed, and 2½ cents per 100 pounds on hulls.—H.

THE MISSOURI State legislature will probably be asked to pass a feedstuffs bill this session, as a number of such bills were introduced last session, com'te hearings being held on several of them. One proposed bill would require the moisture content to be shown on each sack. Another provides for excessive tax tags. It has been proposed to revive the com'te which was organized two years ago to represent flour millers and feed manufacturers before the legislative com'tes.

THE AMOUNT OF COTTON SEED received at mills in the United States, from Aug. 1 to Nov. 30, 1916, was 3,256,738 tons, as reported by the Government; the quantity crushed was 1,747,257 tons, and the quantity on hand at the mills on Nov. 30 was 1,524,224 tons. The amount of cake and meal produced in the same period was 839,666 tons, the amount shipped out, 829,460 tons, and the amount on hand was 195,368 tons. The amount of hulls produced was 407,271 tons, with 319,965 tons shipped.

THE NEW YORK STATE FEED DEALERS Ass'n is to be sued by Attorney-General Woodbury of New York on the ground of action in restraint of trade. Letters in the possession of the attorney-general are alleged to reveal attempts on the part of the ass'n to prevent farmers from buying feed direct from the manufacturers, and to force them to buy from retail dealers who are members of the ass'n. Officers of the ass'n are Chas. Carrier, Sherburne, pres.; W. C. Richards, Parish, vice-pres.; H. M. King, Waterville, sec'y, and M. J. Mudge, Afton, treas.

PROSPECTIVE PURCHASERS OF FEED in carlots in Tennessee have been warned by H. K. Bryson, Commissioner of Agri., to notify the department as to when the shipments are expected to arrive so that the department inspectors may be sent to determine whether or not the consignment is up to legal standard.

FIRE COMPLETELY destroyed the main grinding room of the Indiana Milling Co., Terre Haute, Jan. 12, resulting in the death of one fireman, who fell from a ladder, and an estimated property loss of \$100,000, which was covered by insurance. A grain storage building next to the main plant was not destroyed, altho the grain in it was badly damaged. Plans for rebuilding are under way.

NEW ORLEANS, LA.—The plant of the American Molasses & Meal Co., at Port Chalmette, was completely destroyed by fire recently. The fire originated in a warehouse nearby which contained about 15,000 cases of oil. The American Molasses & Meal Co. was successor to the Sears Feed Milling Co. It started operating the day of the fire. The estimated loss of the American Molasses & Meal Co. was about \$63,000; small insurance.

Exports of Feeding Stuffs.

Exports of feeding stuffs during November, 1916, compared with November, 1915, and during eleven months ending November, 1916, compared with the corresponding period ending November, 1915, according to the United States Bureau of Foreign and Domestic Commerce, were, in tons, as follows:

	—November—		11 mos. ending	
	1915.	1916.	1915.	1916.
Bran and middlings.	1,881	642	17,434	5,831
Dr. grns. and mlt.				
splits	118	259	1,876	1,825
Mill feed	1,388	3,292	16,524	38,249

OIL CAKE AND OIL CAKE MEAL (Lbs.).

	—November—		11 mos. ending	
	1915.	1916.	1915.	1916.
Corn—				
726,000	4,425,860	28,222,019	21,101,958	
Cottonseed—				
146,183,124	146,199,806	1,337,890,851	1,118,384,826	
Linseed—				
46,566,673	50,650,989	554,446,167	605,813,170	

Books Received

OUR TRIP TO ROSEVILLE is a narrative taken from a letter of J. J. Fitzgerald, humorously recounting the events on an auto trip thru the mud, and distributed as a booklet of 15 pages with the compliments of the Grain Dealers National Fire Ins. Co., Indianapolis, Ind.

Was the Biter Bit?

A grain elevator that is out of repair and conservatively valued at not over \$150 looks good (by mail) to a farmer having 127 acres of Iowa land completely plastered over with a mortgage for \$16,800 to offer in trade.

C. A. Ratcliff, a farmer of Montezuma, Ia., bit on the offer made to him by Harley Kidder, representing himself to be the agent of F. R. Duck & Co., St. Paul, Minn., alleged owners of the elevator at Dalton, Ia.

After inspecting his prize he was sorry, and has brot suit for \$5,000 damages, alleging misstatements. It is more charitable to presume that Kidder was "kidding" him.

HESS DRIERS

Dry anything granular.

In continuous flow, or on the separate dump system.

HESS OUT-DOOR CONDITIONERS

air and clean and condition grain, with no additional operating expense. They cost little and sold on 30 days' free trial.

Ask us.

Hess Warming & Ventilating Co.

907 Tacoma Building, Chicago

Also Brown-Duvel Moisture Testers. The official or the improved kind. Glass or copper flasks.

Corn Sieves also, conforming with the new rules.

Receiving and Stock Book

FORM 321 is designed for keeping a record of each kind of grain received at a country elevator in a separate column so that buyer can add up columns and quickly determine the number of bushels of each kind of grain on hand. Herewith is reproduced top of a page showing column headings, rulings and spacing.

The book is formed of 160 pages of superior linen ledger paper, each page 9x12 inches. Spaces are provided for 3,200 wagon loads. The book is well bound with leather back and round corners. Price, \$1.75.

GRAIN DEALERS JOURNAL
La Salle St. Chicago, Ill.

Patents Granted

1,212,113. Hulling Machine. (See cut) Carlos Schaffer, Merida, Mexico. A machine with a cereal container which has corrugated sides and a hemispherical bottom. A conical plunger in this vessel is arranged to move up and down and alternately in opposite directions.

1,211,398. Conveyor and Mixer. (See cut) Chas. H. Burgard, Leavenworth, Kan. The mixer is a shaft with a flight holder fitted to it. The flight holder consists of a segmental portion provided with oppositely extending flanges having diagonal slots in which a flight is adapted to enter, being secured with a pin. The flight is thus held at a certain pitch.

1,213,041. Grain Tank. (See cut) Walter R. Veckrulse, LaGrange, Ill. A tank comprising a vertical wall constructed from a number of sections, having the marginal edge bent out from the tank in the shape of a U. The marginal edge of the adjacent edge is also bent out in the shape of a U to fit within the first U, for reinforcement purposes. The two sections are bolted together.

1,213,101. Seed Cleaner and Separator. (See cut) William F. Hartramf, Forest Grove, Ore. A machine comprised of vertically spaced rollers whose ends are supported by vertically moving bars of a frame. Upper and lower parallel links at each end of the frame, pivoted on it, to operate longitudinally disposed shaft, with means for raising or lowering the upper links, this means being connected with the projecting front ends of the links.

1,212,305. Grain Scoop. (See cut) John Henry Worsell, Gull Lake, Saskatchewan, Can. A scoop with a flat bottom, with the sides at the front end inwardly inclined and bent to form a curvilinear top, the rear end of the scoop being circular and provided with a number of holes through the top, handles secured to the rear and front end of the scoop, with a reinforcing rib embraced by the front handle and extending around the top of the scoop.

1,212,596. Dust Separator. (See cut) Milton F. Williams, St. Louis, Mo., assignor to Williams Patent Crusher & Pulverizer Co., St. Louis, Mo. A separating chamber having an inlet pipe the inner end of which has spirally arranged blades with means for adjusting their angle. A spreading plate is located immediately above the upper ends of these blades. This gives a whirling motion to the dust laden air as it enters the chamber. The air is impelled from a series of adjustable, separating flanges of gradually increasing angularity.

1,212,651. Conveyor Belt. (See cut) Geo. F. Lucore, Aribba, Col. The combination with a conveyor belt having cross-slats of guards composed of strips of flexible material which are fastened at one of their ends to the belt and lie across the end portions of the slats thereof, free to separate from the belt and the slats at their opposite ends, the outer edges of the strips extending slantingly beyond the longitudinal edge of the belt, adjacent which they are applied.

1,211,734. Smut-machine. (See cut) Clarence McKinney, Amherst, S. D. A drum mounted for rotation in a supporting frame having a top, a spout running through this top into the intake end of the drum; a grain container mounted on said top and arranged to discharge into the spout. A liquid container is also mounted on the top, with a discharge pipe running beneath the said top to the receiving end of the drum. A valve is arranged for controlling the flow of liquid.

1,212,974. Car Mover. (See cut) Charles McCarter, Decatur, Ill., assignor one-half to Chas. F. Evans, Decatur, Ill. A frame having rollers attached thereto for riding on the rail, a double crank shaft mounted to a rock in the frame, the two cranks being exactly opposite, a movable clamp having a fixed jaw and a movable jaw for engaging the sides of a car wheel, a lever fulcrumed on the frame, and means for connecting the lever to the ends of the clamp so that one end of the clamp has a greater movement than the other during the movement of the lever, whereby the lever may be caused to engage or disengage the car wheel.

1,212,820. Grain Door for Cars. (See cut) Hans Sather, St. Paul, Minn. In combination of a grain car and its door opening, rails supported along the top of the inner side wall containing the opening, a bracket slidably supported upon said rails, a door having a pivotal and vertically slidable support upon the bracket, outwardly projecting lock pins slidably supported upon the inner face of the door, and mechanism, supported upon the door, for shoving it downwardly into contact with the threshold and the pins and plates outwardly into contact with the sides of the door opening, and means for locking this mechanism against more than partial movement.

1,212,275. Apparatus for Drying Grain. (See cut) Gray Staunton, Muskegon, Mich. An apparatus comprising a cylindrical, tight receiver having closable receiving and discharging openings, and a plurality of fluid injecting nozzles each of which is adapted and arranged to project a fluid radially and tangentially to create a series of whirls in the receiver. It has a perforated bottom dividing the receiver into a materials chamber and a heating chamber. In the heating chamber is a plurality of air-injecting nozzles adapted to project air in various directions. A heating coil in the form of an inverted

cone is in the bottom of the heating chamber. Means to exhaust the receiver is also provided.

1,212,273. Portable Elevator and Wagon Dump. (See cut) Plin C. Southwick, Sandwich, Ill., assignor to Sandwich Mfg. Co., Sandwich, Ill. A combination of elevator, a wagon dumping device and a motor, with a clutch connected shaft running from the elevating mechanism to the motor, and another such clutch connecting the shaft with the wagon dumping device. Each clutch is controlled by a hand lever. The combination also has an oscillatable plate movable into the path of both levers and having a recess for receiving the lever associated with the dumping device, a shoulder engageable by the lever associated with the elevator mechanism when such lever is moved to disengage the clutch thereof, and a cam shoulder engageable by the last named lever when shifted to engage the clutch.

Elevator Casualties.

C. F. Standry, an employee of the Cleveland Grain Co., Champaign, Ill., punctured a wound on the back of his hand while using an iron bar.

George H. Whipple, foreman Stockbridge Elevator Co., Jackson, Mich., was injured by a small piece of steel in his eye.

Bert Williams, a teamster employed by W. C. Fuller, Farwell, Mich., strained the muscles of his back while unloading bags of beans.

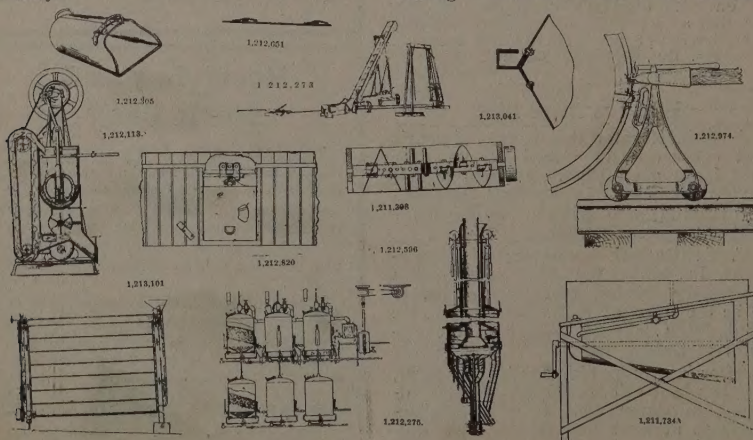
Columbus Sharbinaw, an employee of John Strong & Son, grain dealers at South Rockwood, Mich., got his first and second fingers jammed between chain and log which he was attempting to roll.

An employee of the Marshall Mill & Elevator Co., at Marshall, Tex., named Scharnberg, stood on joists, 2x4, in the cupola to repair the elevator head while the elevator was running. In attempting to replace the cap on top of the elevator it was hit by the buckets and Scharnberg lost his balance, falling 15 feet to the floor and sustaining serious and permanent injuries, for which the Court of Civil Appeals of Texas recently affirmed a judgment in his favor for \$4,500, on account of alleged negligence in directing him to do the work under such circumstances.

John W. Puett of Bloomington, Ill., Whirled to Death.

John W. Puett, well known elevator operator living at Bloomington, Ill., was killed Jan. 11 when he became caught on the shaft of the flywheel of his elevator at Twin Grove, Ill. This shaft protruded about ten inches from the wheel, and in some manner Mr. Puett's clothing became entangled on it, and he was whirled round and round with the shaft which was turning at the rate of about 150 r.p.m. The elevator engineer was on the opposite side of the engine, and did not know that the accident had happened until he heard the thud of Mr. Puett's head and feet striking the floor. Before the engineer could stop the engine, the clothing gave way, and the body was hurled to the floor. The right side was crushed, the head and body badly bruised.

Mr. Puett was born at Emmettsville, Ind., moving to Colfax, Ill., when a young man, where he operated a grain elevator for a number of years. He afterward operated an elevator at Holder, then moved to Bloomington, where he owned and operated an elevator at Buck's Road. A year ago last October he purchased the elevator at Twin Grove. He was 67 years old. He is survived by Mrs. Puett and two children.



The GRAIN DEALERS JOURNAL.

Insurance Notes.

THE ANNUAL MEETING of the Mutual Mill and Elevator Field Men's Ass'n will be held the third week of March at Chicago.

FIREs start so frequently in grain offices, the elevator of the future will be built far enough away from the office to eliminate the exposure hazard.

MONEY LENDERS who reject policies in well established mutual fire insurance companies are generally prompted to do so by a live interest in a commission paid by some other company.

ELEVATOR OWNERS who are not heartily in sympathy with the fire prevention work of the mutual insurance companies should carry their own insurance for a year and keep advised of the causes of elevator fires. They would soon feel the burden of their own carelessness and find themselves possessed of a mania for correcting fire hazards.

THE MILLERS MUTUAL FIRE INSURANCE Ass'n held its annual meeting at Alton, Ill., Jan. 17, the following officers being elected: Pres., H. B. Sparks; vice-pres., E. F. Schoening; sec'y and treasurer, G. A. McKinney. Five new directors elected were W. L. Shellabarger, W. E. Meek, Geo. S. Milnor, Geo. N. Sauer and A. F. Prangle. These, together with Julius Postel, H. B. Sparks, Henry Schurmann, C. B. Cole, T. L. Reuter, E. H. Seybt, E. F. Schoening, J. Koenigsmark, M. D. King and J. H. McNair, constitute the Board of Directors. Sec'y McKinney reported that an increase of insurance in force of \$8,000,000 and an increase of over \$80,000 in the net cash surplus had been made during the year. A reduction was made in the rate of assessment for the past six months from 40 to 35%. It was decided to discontinue the requiring of signed applications for insurance; and it was also decided to insure on the contingent liability plan instead of requiring premium notes.

Annual Statement Mill Owners' Mutual of Iowa.

The Mill Owners Mutual Fire Insurance Co. of Iowa showed total cash assets of \$628,220.33 on Jan. 1. First mortgage farm loans amounted to \$502,850; premiums in collection, \$23,419.28; accrued interest, \$15,342.66; cash in bank and office, \$52,191.28. The liabilities included losses reported (estimated) \$13,340.02; taxes accrued, \$3,641.12; and expenses accrued \$498.14.

Income for the year amounted to \$320,618.47, being premiums, deposits, and assessments less return premiums and deposits, and interest on mortgage loans and bank deposits. Disbursements amounted to \$251,501.11, including \$167,336.35 in losses paid during the year. Income over disbursements for the year amounted to \$69,117.36.

This report shows that the company has made a substantial gain in both business and surplus during the year. Over five million dollars gain in insurance in force has been made, due to high values of stocks and the car shortage. Losses were heavier than the preceding year, partly due to the increased volume of business.

GASOLINE ENGINES

When you come down these cold mornings and find everything tightened up, we know your natural impulse will be to thaw the engine out the easiest way possible; but don't do it. Take a little time and do the job right. That elevator of yours is worth more than a few minutes' delay. Play safe always.

FITZGERALD & McCOTTER
Western Managers
Omaha, Neb.



C. A. McCOTTER
Secretary
Indianapolis, Indiana

INCORPORATED 1877

The Millers' Mutual Fire Insurance Association of Illinois

ALTON, ILLINOIS

Insures Elevators, Mills, Grain Warehouses and Contents of same at Cost.

Insurance in Force \$25,920,083.73 Cash surplus \$453,208.51

H. B. SPARKS, President

G. A. McKINNEY, Secretary

HOME OFFICE: Alton, Illinois

WESTERN DEPARTMENT:

Rollie Watson, Mgr., 402 Sedgwick Bldg., WICHITA, KANSAS

ORGANIZED 1902

Tri-State Mutual Grain Dealers Fire Insurance Co.

Luverne, Minn.

Average Annual Dividend to policyholders 53 PER CENT of the DEPOSIT PREMIUM.
Ask about the "TRI-STATE PLAN" for short term grain insurance.

E. H. MORELAND, Secretary

\$1,250,000.00 Loss

chargeable principally to railroad hazard, machinery hazard, poor construction and carelessness, is the record of losses for 1915, paid by the Flour Mill and Grain Elevator Mutual Insurance Companies.

More than 90% of this loss could have been avoided. NOW is the time to clean up the premises, put your property in better operating condition and eliminate the known hazards.

Records of these losses and advice on Fire Prevention gladly furnished by

THE MUTUAL FIRE PREVENTION BUREAU

OXFORD, MICH.

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Chicago, Ill.
Western Millers Mutual Fire Insurance Co.,
Kansas City, Mo.
Ohio Millers Mutual Fire Insurance Co.,
Canton, Ohio.
Penna. Millers Mutual Fire Insurance Co.,
Wilkes-Barre, Pa.

Mill Owners Mutual Fire Insurance Co.,
Des Moines, Ia.
The Millers Mutual Fire Insurance Co.,
Harrisburg, Pa.
Texas Millers Mutual Fire Insurance Co.,
Ft. Worth, Texas.
Michigan Millers Mutual Fire Insurance Co.,
Lansing, Mich.

WESTERN GRAIN DEALERS MUTUAL FIRE INSURANCE ASSOCIATION

DES MOINES, IOWA

JAY A. KING, President GEO. A. WELLS, Secretary

Write for Information
Regarding Short Term Grain Insurance

COAL SALES BOOK

Form 44.

FOR RETAIL COAL DEALERS.

It facilitates bookkeeping and reduces the chance of error. Practically three books in one. 1. It is the original entry of all sales made. 2. It is the original entry on the scale weights. 3. It is the journal from which the posting is done. It contains spaces for 6,000 loads. Each page is ruled with column headings, as follows: Date, Ledger Folio, Purchases, Gross, Tare, Net Pounds, Price Per Ton, Amount. This book is 8 1/2 x 14 inches and contains 150 pages of superior ledger paper. Each page is numbered. It is well bound with best binder board, covered with cloth; has leather back and round leather corners. Price, \$2.00. For sale by Grain Dealers Journal, 305 So. La Salle Street, Chicago.

WHAT DO YOU NEED

to modernize your plant so it will net you larger profits? Is it here?

Cleaner	Car Loader
Sheller	Conveying Machinery
Buckets	Transmission Rope
Boots	Sample Envelopes
Belting	Power { Gas Engine
Portable Elevator	{ Kerosene Engine
Power Shovel	Motors
Car Puller	Dump
Scarifying Machine	Storage Tanks
Gravity Cleaner	Feed Mill
Clover Huller	Elevator Leg
Manlift	Distributor
Bags and Burlap	Car Liners
Transmission Machinery	Scales
Separator	Moisture Testers
Grain Driers	Oat Bleachers
Grain Triers	Oat Clipper

or anything used in a grain elevator.

Tell us your needs, and we'll put you in touch with reputable firms, to the end that you will receive information on the latest and best equipment. A postcard will do.

INFORMATION BURO

Grain Dealers Journal, 305 So. La Salle St., Chicago

Grain Scale Book

Form 23 is an Indexed Journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

In using this book the dealer minimizes the chance of making errors by posting from original entries.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10x15 1/2 inches. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price. \$2.75.

GRAIN DEALERS JOURNAL

315 So. La Salle Street

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Philadelphia

has had the second
installation
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Dust Collecting System

The new Equity Co-Operative Elevator at St. Paul is also being equipped with the DAY COMPANY SYSTEM.

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